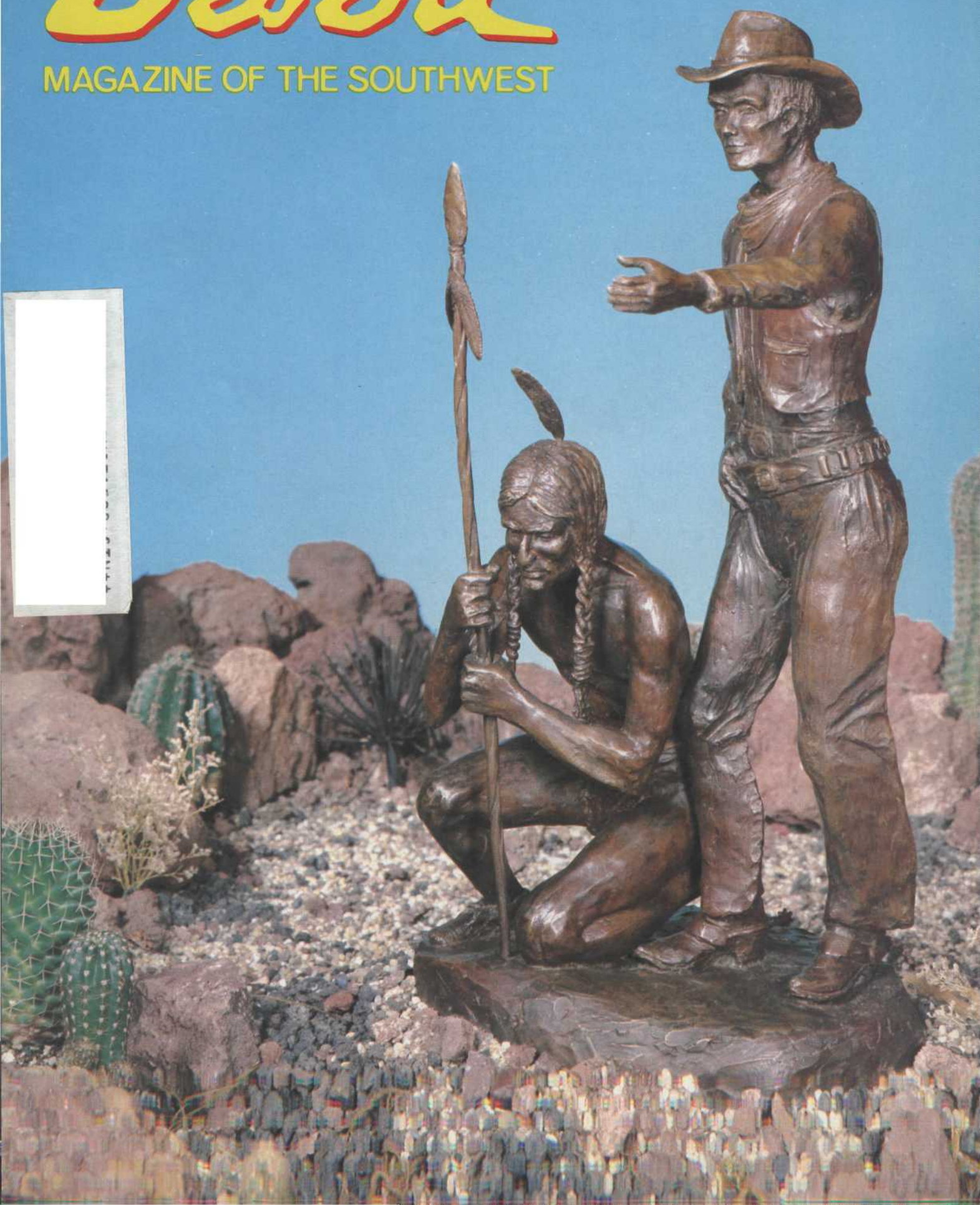


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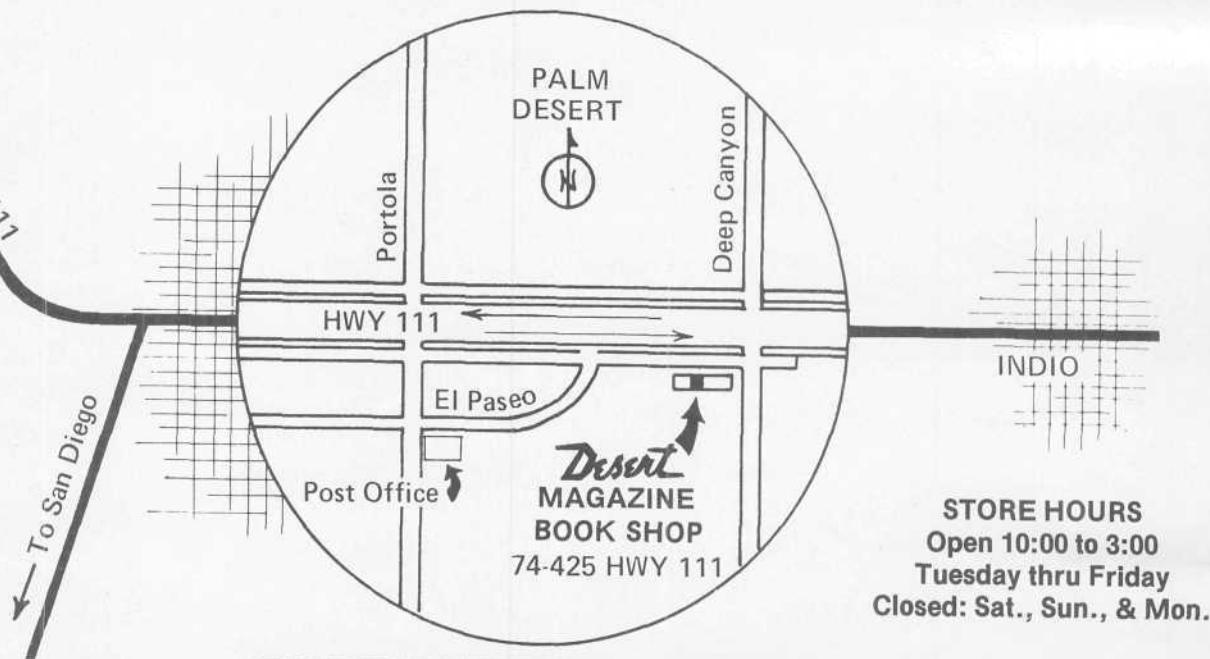
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Volume 42, Number 4

APRIL 1979

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THE COVER:

This sculpture, by Richard A. Meyer, representing "The Man of the West" Award, is a feature of the San Dimas Festival of Western Arts (see page 24.) Cast by Stanley J. Smith, Artists & Sculptors Foundry, and photographed by Frederick L. Richards.

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THE ANZA-BORREGO DESERT REGION A Guide to the State Park and the Adjacent Areas

By Lowell and Diana Lindsay

At last a current and comprehensive guide to Southern California's most popular desert playground has been written. There has long been a need for such a guide to the Anza-Borrego/Yuha Desert, which annually receives more than a million visitor-use-days. This area, much of it wilderness, covers a third of San Diego County and portions of Riverside and Imperial counties from the Santa Rosa Mountains to the Mexican Border.

In its more than a million acres, about equally divided between the Anza-Borrego Desert State Park (the nation's largest state park) and BLM's Yuha Desert Unit (containing the site of possibly the earliest human remains in North America), the Anza-Borrego region appeals to a broad range of outdoor enthusiasts: backpackers, dune-buggy drivers, hikers, horsemen, nature seekers and campers.

From prehistoric Indians through weekend vacationers, men have called this desert home, some for all of their time, others for some of their time. From piney mountain crags to a windy inland sea, a rich variety of desert plants and animals dwell, in terrain and landforms as different as their inhabitants.

The book contains a large foldout map, providing an overall view of the region, and also detailed maps showing the most popular hiking and backpack areas. A section on arid-area travel and special precautions adds to the desert explorer's enjoyment and safety. Sixty-five trips along 700 miles of jeep trails, paved roads, and hiking routes are described, giving details of over 300 points of historic and natural interest.

The guide was written in cooperation with the California Dept. of Parks and Recreation, the Anza-Borrego Desert Natural History Association and the U.S. Dept. of the Interior, Bureau of Land Management (BLM), Riverside District Office.

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A Peek in the Publisher's Poke

IN THE January issue, a subscriber's opinion, written by Marvin Patchen, certainly proved that our readership is not asleep. Marvin's article, "Why?", regarding the definition of a road in determining potential wilderness areas, deluged us with mail both pro and con.

This month, another subscriber's opinion appears which represents support of the BLM. This subscriber has qualifications very similar to those of Mr. Patchen. The Bureau of Land Management also spells out their program for the California desert wilderness review of public lands.

We were astounded at the volume of mail on the matter. All were earnestly written and signed with the exception of one from the "Son of Phantom Duck." Its envelope was stuffed full of feathers!

Other articles of interest in this issue are: Arthur Peterson's "Windows of the Past," about tree-ring dating and the Bristlecone Pine; a look at Fort Tejon, by Marshall Dahneke, and Billie Durfee's collection of ghost towns in central Oregon.

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Most timely is the treatment on Kern County Museum and Pioneer Village in Bakersfield, California, which will hold their 12th annual Heritage Days Celebration April 28 & 29. Featuring a continuous program in the old-fashioned manner by various musical and dancing groups, a fun-filled weekend is assured.

Bill Jennings has us touring in the Chuckwalla Mountains of Southern California, and K. L. Boynton brings us up to date on the Least Chipmunk. For western art lovers, one of the finest displays of work may be seen in San Dimas, California, April 27, 28 and 29, when they hold their 3rd annual Art Festival. The cover and the centerspread feature article are just a hint of some of the work that will be on display.

Stella Hughes gets it all together in one pot in her "What's Cooking on the Desert?" series, and finally, a solution key and prize winner from our February Word Puzzle.

Oh, was that puzzle fun! But wouldn't you know, the typo gremlins got in there and created havoc. There were two words that just could not be found. Every contestant let us know about it, and the enclosed letter from Mr. Skinner pretty much covers their sentiments. The winner was Hestia Arndt, of Vancouver, B.C., Canada, whose entry was chosen at random.

Dear Editor:

Dirty Pool! Foul!

May the fleas from a thousand wild burros infest your sleeping bag!

Lest I blow my gourd, I'm admitting defeat at 169 words on the enclosed puzzle entry. The best I can do for the last two is "Buynton" and "Mesaveree"—not too neat, huh? Anyway, it was still a lot of fun—really enjoyed it.

Really enjoy Desert Magazine, also. I've been reading it for quite a number of years and am fortunate enough to be able to work many of the locations not previously visited into my vacation itineraries.

Keep up the good work.

MARSHALL R. SKINNER, JR.,
Downey, California.

Wilbur Kuykendall



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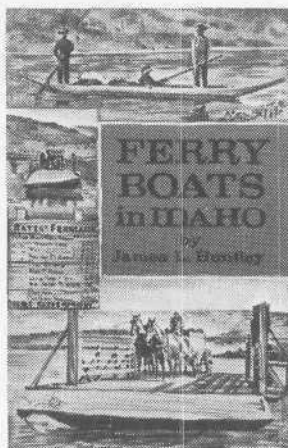
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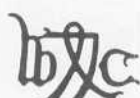
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Here is the first lengthy account of the water transportation system, such as it was, that served Idaho from the time of Lewis and Clark until the present. Even before the coming of the white man, the native peoples of the Gem State knew the many great rivers in their land and how to cross them. This is the story of the Idaho ferryboats and the important part they played in the settlement and development of our beautiful state.



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FORGOTTEN DESERT ARTIST

The journals and field sketches of Carl Eytel, an early-day painter of the Southwest

By Roy F. Hudson

Carl Eytel, a German-born artist and naturalist, gained little fame during his tragically shortened lifetime except through the work of others, famous writers of earlier days who used his sketches and his knowledge of the Southern California desert to make their books more successful. True, most of them gave him full credit for his support and skills, but still it was their fame, not his.

His sketches and a few finished paintings have survived, thanks in large part to his early-day Palm Springs friend, Dr. Edmund C. Jaeger, who was the little resort's elementary school teacher at that early stage of his own illustrious scientific and writing career. When Eytel died, in 1925, after a long battle against a respiratory condition, Jaeger salvaged his sketchbooks, journals and paintings, which later became part of his own collection and that of the new Palm Springs Desert Museum.

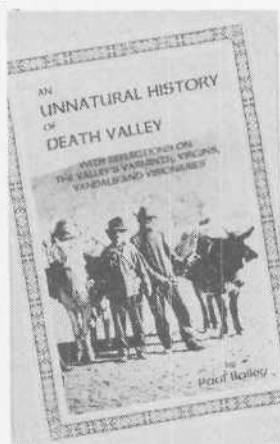
The stage was set for this new book, by the late chairman of the museum's publications committee and a college professor of English and speech arts in the desert for many years. Dr. Roy F. Hudson, the author, and Carl Eytel, the artist, never met, but they found much in common, as demonstrated in this handsome new book.

Eytel was an important early-day desert artist, in California as well as in Arizona and New Mexico. He also was a friend and accurate portrayor of southwestern Indians. This volume, published by the Palm Springs Desert Museum, illustrates several facets of his interesting career, including his own lyric writing skill.

From his first tentative sketches of cattle and horses to his more ambitious works, Eytel developed and expanded a distinctive style, particularly concerning the lordly native fan palms (*Washingtonia filifera*). He became identified as the artist of the palms, in fact.

From the early 1900s until his death in 1925, Eytel made Palm Springs his home base, so Hudson wove some of the early history of the resort area and the entire Coachella Valley-Salton Sea region into his narrative.

The book, however, is primarily the story of an obscure but highly talented artist, as told in his journals and sketches. Hard bound, 118 pages, seven full-color paintings, many sketches, \$22.50.



**AN UNNATURAL HISTORY
OF DEATH VALLEY**
With Reflections on the Valley's
Varmints, Virgins, Vandals
and Visionaries

By Paul Bailey

Every year, the Death Valley 49ers,

Inc., the non-profit group dedicated since 1949 to keeping the colorful history and pageantry of that grim corner of the Mojave Desert alive, puts out a souvenir publication of rare value. The 1978 edition was a gem by Paul Bailey, one of the original directors of the group and a noted author and publisher of western lore.

Bailey herein tells the hilarious history of the celebration, particularly the trials and tribulations of its first year when many of the sponsors and workers thought it was going to be a flop. Instead, the major observance of the California Centennial in 1949 proved to be the world's biggest traffic jam, in which even the major dignitaries couldn't get to all the events due to wall-to-wall people at every site.

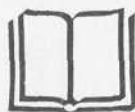
The author is somewhat noted as a puckish humorist in his own right, as witness his earlier writings, and that flavor comes through in this little vignette, with an introduction by Walt Wheelock, his sometimes publishing, camping and just plain fun-loving companion. Both have been major regional publishers of the books that make the West what it appears to be and maybe never was.

Bailey is also an oldtime Southern California newspaper publisher and historian of the Mormon Church movement both in his native Utah and elsewhere. Anytime he writes a book, even a little one like this one, it is an occasion of celebration for his many fans and readers.

Capping his effort are a number of distinctive pen and ink sketches by Bill Bender and some rare photographs by many people, including Resident Officer Dave Steuber of the California Highway Patrol, who immortalized the traffic and parking extravaganzas of that first 49er Encampment in December, 1949. In between the chuckles, there's even a bit of real history in this little volume.

Paperback, 83 pages with many sketches and photographs, \$3.50.

BOOKS



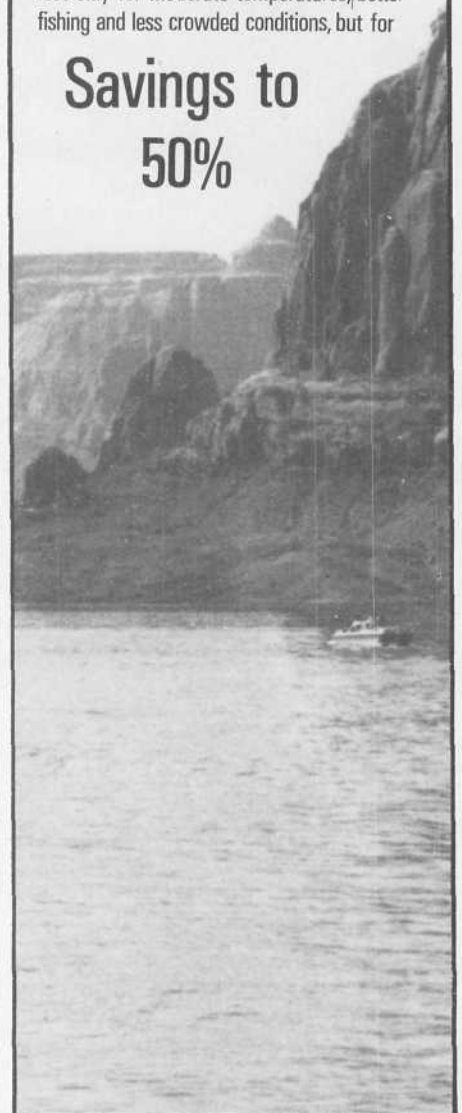
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Windows of The Past

by ARTHUR W. PETERSON

HAVE YOU ever counted the annual rings in a tree stump to find out how old the tree was? Imagine a stump with 4500 rings! That stump would have to belong to a giant sequoia, you say. Wrong! It would belong to a tree that rarely grows taller than 30 feet — the bristlecone pine.

The bristlecone is a timberline tree that grows high in the Great Basin mountains and in the southern Rockies, attaining its greatest age in California's White Mountains east of Bishop. Its needles grow in bundles of five and an inch and a quarter in length. Because these needles persist for a dozen years or more, the branches are clothed a foot back from the tip in vivid contrast to the tufted branches of its close associate, limber pine, with which it can be confused.

The cones are about three inches long, each cone scale being tipped with a delicate prickle, giving the tree its name.

Trees in the White Mountains face brutal growing conditions. After enduring wintery blasts of snow and temperatures to 50 below zero, bristlecones must make good during a short growing season of desert dryness. As if the climate is not enough of a challenge, the soil is often nothing better than an inhospitable rubble of dolomite rock.

One would hardly expect a tree to be able to survive past the seedling stage, let alone living on for dozens of centuries; not only do these trees live long, but the oldest trees are always found in the very driest, rockiest locations.

The climate of the White Mountains severely limits the size of trees that may grow there. The bristlecones carry this process a few steps farther. Besides growing slowly to a diminutive size, these trees gradually die back around

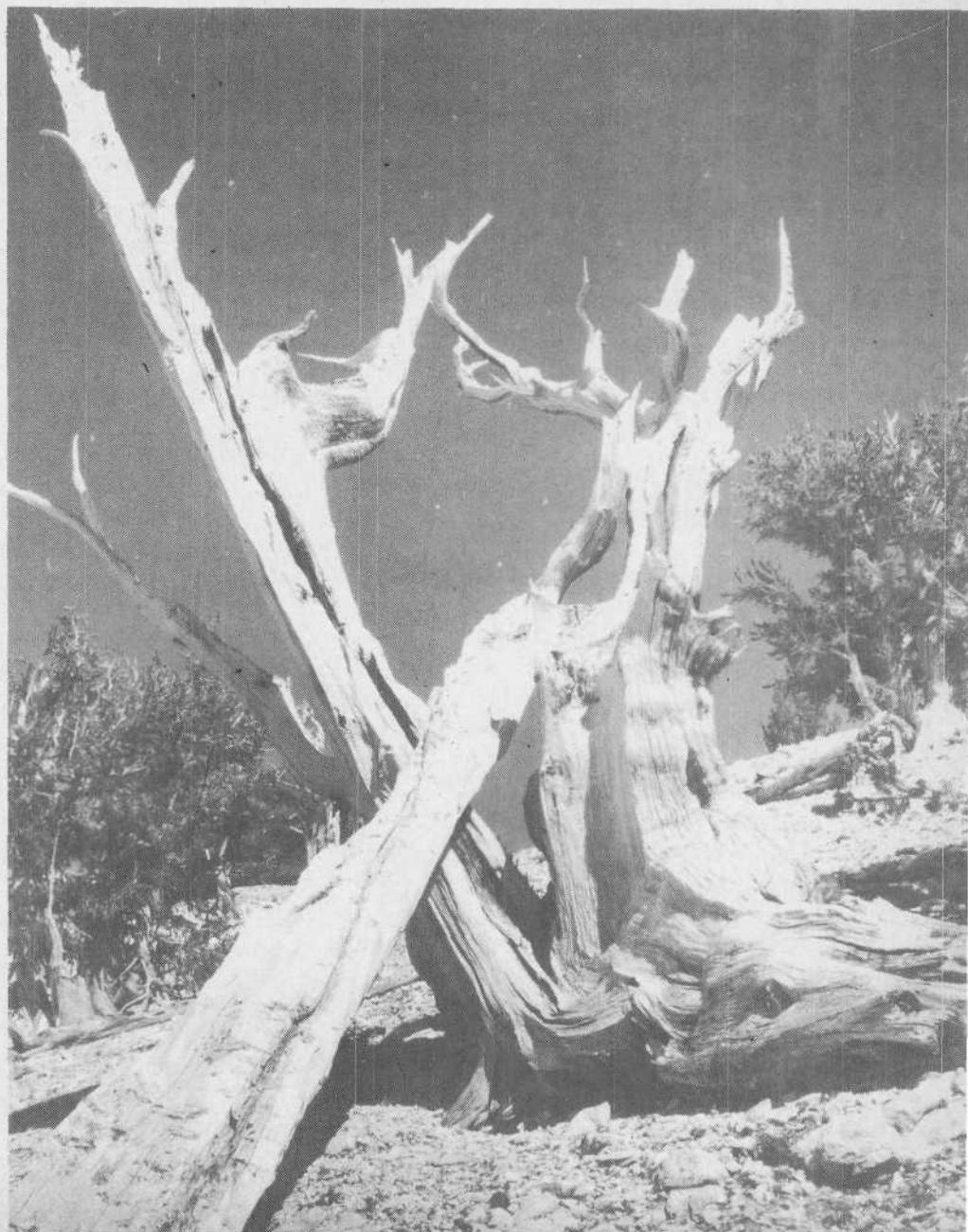
their circumference with age until only a narrow strip of living bark and a small crown remain.

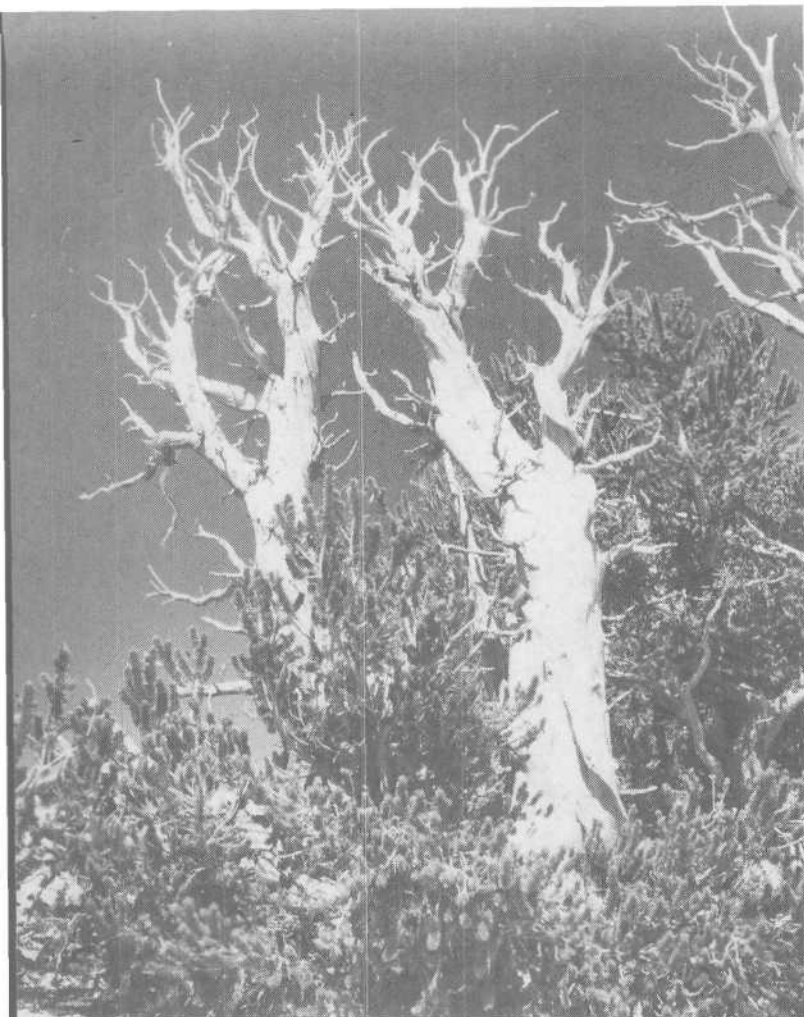
The longevity of the bristlecones is a result of the die-back to accommodate

drought, the lack of competition, the lack of underbrush to carry killing fires, and the resistance to decay and insects.

For many years the attraction of the bristlecones lay mainly in the severely

Wind-sculptured remains. U. S. Forest Service photo.





*New growth
surrounds old
weathered trunks.
U. S. Forest
Service photo.*

gnarled shapes taken on by the older trees. No one suspected the treasure trove hidden within these grotesque shapes.

During the 1950s, Dr. Edmund M. Schulman of the University of Arizona searched over much of the West for as old a tree as could possibly be found in order to further the study of dendrochronology or tree-ring dating. A limber pine in Idaho produced 1650 rings in 1952, but it was another four years before Dr. Schulman could extend that record back any further. At that time he found a bristlecone pine 1900 years old in the White Mountains.

Encouraged by this find, Dr. Schulman concentrated his efforts in the White Mountains, and in 1957 he discovered a bristlecone 4300 years old which he named Pine Alpha since it was the first tree to be dated older than 4000 years.

Soon thereafter, Dr. Schulman discovered the Methuselah Tree, the world's oldest known living thing at 4600 years. His spectacular triumph came none too soon for in January of 1958, Dr. Schulman died of a sudden heart attack. The grove in which he found the oldest

trees was named the Edmund M. Schulman Grove in his honor.

Soon the work was taken up by Dr. C. W. Ferguson. The tree-ring record had been extended as far back as it could be on the basis of living trees. Because bristlecone wood is highly resinous and because of the cold, dry climate, the fragrant wood of dead trees endures long after death. As a result, Dr. Ferguson shifted the emphasis of his search to dead and fallen wood. By matching chronologically overlapping rings to establish the age of the starting point, he extended the continuous record of climate preserved in the annual rings farther and farther back until the composite span of rings stretched 8253 years! In contrast, humans have been keeping climate records only 100 years.

If the bristlecones had to be cut down to sample the rings, this tree-ring study would represent a tragic loss of timeless trees. Fortunately such destructive testing is not necessary, thanks to the invention of the increment borer. Long used in commercial timber by foresters to determine the rate of tree diameter growth or "increment" without damaging the trees, this ingenious tool was

perfect for the tree-ring studies.

These borers consist of a hollow steel tube with screw threads at the sharp end and a squared section at the other end onto which the handle attaches. The bit stores inside the handle when not in use to protect the cutting edge. The operator simply screws the bit into the tree, removes the resulting pencil-thin core of wood with a separate extractor, and unscrews the bit. The tree itself seals the hole with pitch and ends up unharmed.

In the bristlecone pines, the alternating rings of springwood and summerwood are so thin and so closely spaced they cannot be read with the naked eye. Instead, the cores must be studied under a microscope.

Now that we have an 80-century record of tree growth in the bristlecone pine forest, it would be fair to ask how this information can be useful.

The most obvious use that can be made of the tree-ring record is to study the patterns of wet and dry years in order to establish climate trends. Perhaps it will be possible to predict severe droughts, such as California experienced recently, so that the damage can be minimized.

Less apparent is the use of the tree-ring patterns to date archaeological ruins in the Southwest that contain wood beams. In the past, dating of such ruins involved a lot of guesswork. Now the dating can be quite precise.

Even though the present tree-ring record extends just 8000 years back, it can form the basis of a much longer time scale. Radioactive carbon dating has been used for 30 years to date organic materials as old as 30,000 to 50,000 years, but the dating curve was based on assumptions that could be faulty or inaccurate. Dating wood samples of known age drawn from the bristlecone pine groves can calibrate the radiocarbon time scale curve and thus greatly increase the accuracy of the method.

As funds become available, Dr. Ferguson intends to continue the search for ever older pieces of down wood in the bristlecone forest of the White Mountains and hopes to extend the dendrochronology record to 10,000 years. In order for Dr. Ferguson to be successful, it is imperative that visitors to the Schulman Grove not disturb any dead wood. The piece you pick up could be the 10,000-year-old fragment he is looking for. □

NO. 29 IN A SERIES ON CALIFORNIA PALM OASES

Pygmy Grove

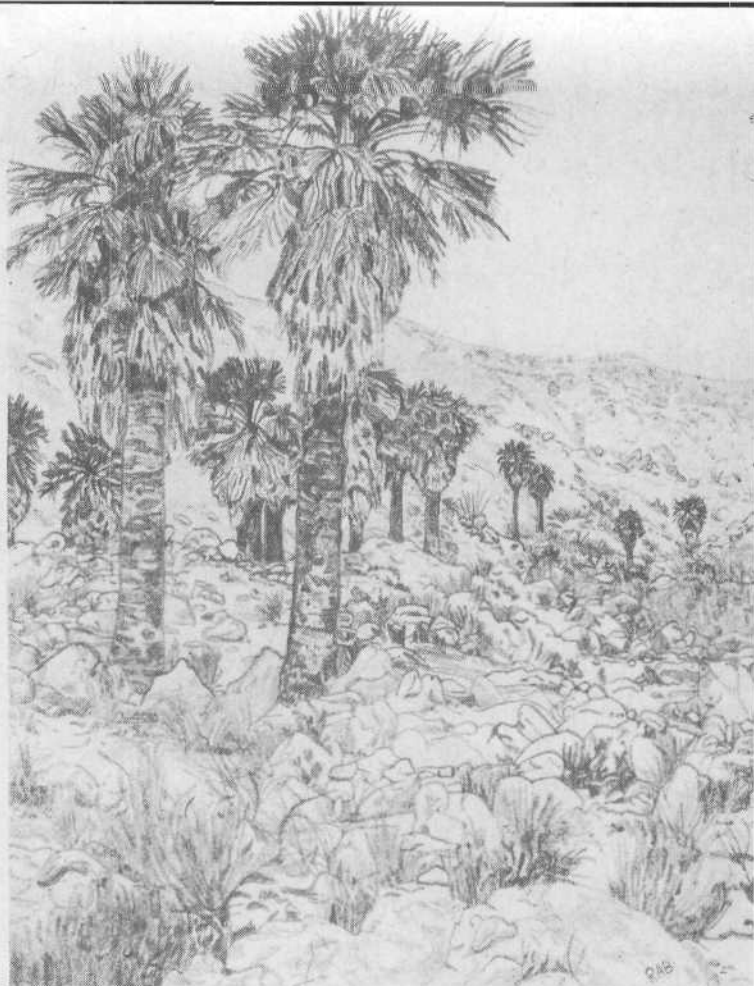
by DICK BLOOMQUIST

FROM ROAD'S end at Mountain Palm Springs Primitive Camp in the Anza-Borrego Desert State Park, we'll hike to five oases: the Pygmy Grove, the Southwest Grove, the North Grove, Surprise Canyon and Palm Bowl. (On our way to the North Grove, we shall also pass through a sixth oasis known as Mary's Grove, but it will not be described in any detail.) The name "Mountain Palm Springs" includes all these groups, which lie within about one mile of the campground over easy hiking routes. At the primitive camp, with its pit toilets, trash receptacles and level parking places, two small canyons empty out of the mountains. The left-hand branch winds back to the Pygmy and Southwest groves; the right fork gives access to Mary's Grove (visible from the campground), the North Grove, Surprise Canyon and Palm Bowl.

A half-dozen aboriginal stone circles crown a knoll at the confluence of the two arroyos. The rings, about seven feet in diameter, probably served to anchor brush huts. Not all are easily recognizable, however, since the rocks making up some of the circles have been moved by visitors.

At the mouth of the canyon leading to the Pygmy Grove, a tiny spring furnishes water for wildlife. Livestock once watered here, too, but fortunately all commercial grazing has now been eliminated from the state park. Cattle had competed with native wildlife for water and forage;

*The trees of the
Pygmy Grove at
Mountain Palm
Springs are
normal in girth but
stunted in
height.*



by congregating in places offering shade and surface moisture they, and their droppings, had reduced the appeal of otherwise pleasant oases.

A few hundred yards upstream, four medium-sized palms stand along a brackish rivulet, with the main group of 42 *Washingtonias* bunched just beyond. "Pygmy" Grove describes the stunted

grove with a like number of palms, some would be at least 30 feet tall. I don't know the reason for their squat nature. The water supply seems adequate, and *Washingtonia filifera* tolerates alkali quite well. The Southwest Grove around the next bend boasts trees of normal height.

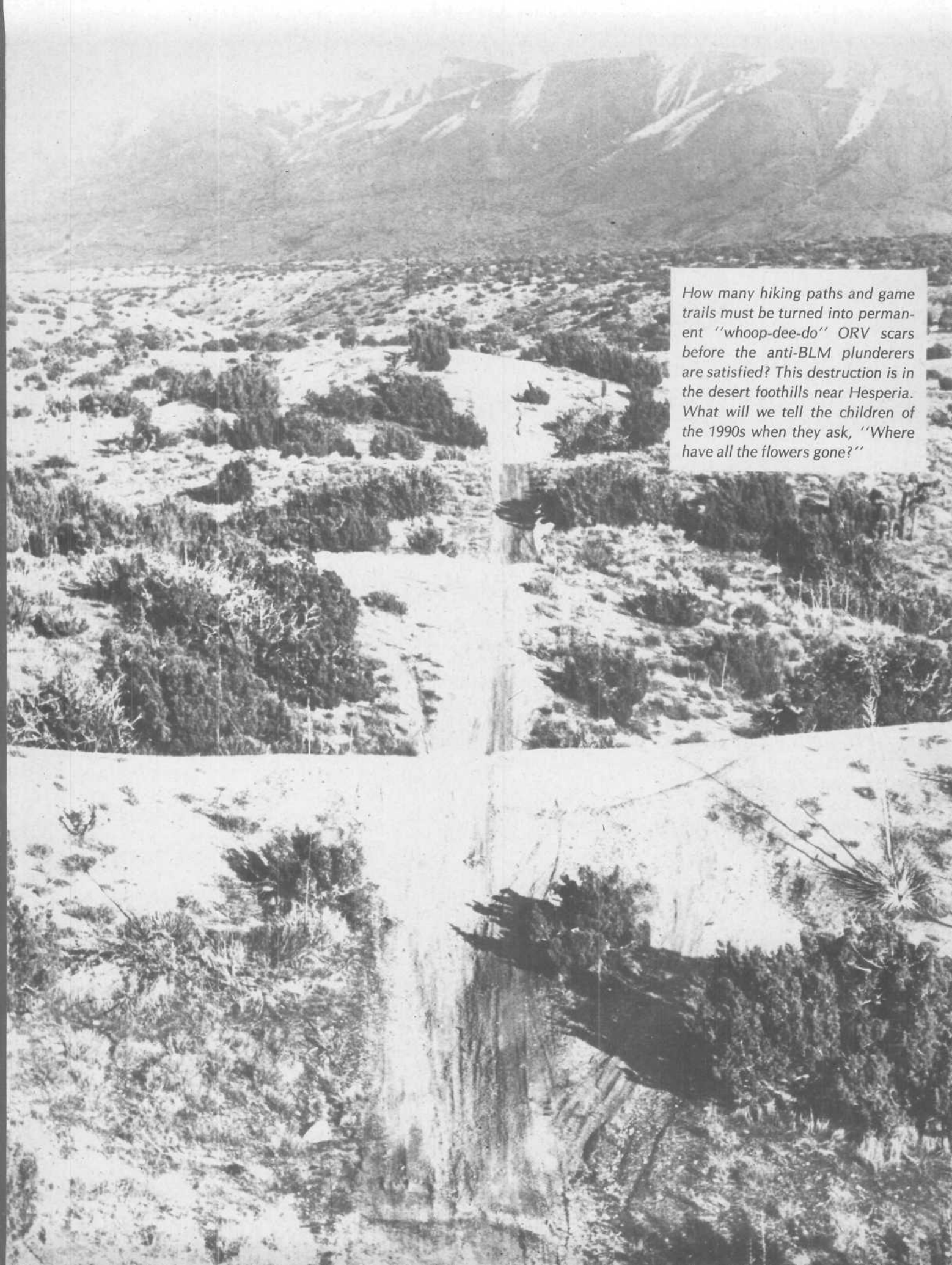
Many fallen fronds litter the ground around the fire-scarred dwarfs. A stone's throw upstream, five taller trees form a knot at the mouth of a tributary arroyo, making a total of 57 *Washingtonias* along the lower portion of the watercourse. (This figure includes one tiny palm in the campground below the canyon's mouth and several small ones at the spring mentioned earlier.) Four standing dead trees mingle with the living palms.

Mesquite, inkweed, alkali golden-bush, ocotillo and some cholla and barrel cacti are among the plant species surrounding this "elfin forest" of the desert. The *Washingtonias* end abruptly at the Pygmy Grove, reappearing just as suddenly a fraction of a mile up-canyon at the Southwest Grove, where well over 100 occupy a rock-bound amphitheater. It is to this cluster that we'll next turn our attention. □

MILEAGE LOG

- 0.0 Junction of San Diego County Road S2 and good dirt road to Mountain Palm Springs Primitive Camp in southern part of Anza-Borrego Desert State Park. This junction is one mile south of turnoff to Indian Gorge and Valley. Turn right and drive to primitive camp.
- 0.6 Dirt road ends at primitive camp at base of Tierra Blanca ("White Earth") Mountains. Pygmy Grove is a few hundred yards up the arroyo which enters campground from left. Elevation at oasis about 900 feet.

nature of these trees, which, despite their mature age and sizeable girth, do not attain heights of much more than 22 or 24 feet. Many of them stand only 17 or 18 feet tall, and one or two combine a trunk diameter of nearly two feet with a height of only 12! Were this a normal



How many hiking paths and game trails must be turned into permanent "whoop-dee-do" ORV scars before the anti-BLM plunderers are satisfied? This destruction is in the desert foothills near Hesperia. What will we tell the children of the 1990s when they ask, "Where have all the flowers gone?"

ON THE OTHER SIDE

SUBSCRIBER'S OPINION

by VAN P. WILKINSON

IN REPLY to "Why? A Subscriber's Opinion," which appeared in the January *Desert Magazine*, Mr. Patchen's blast at the BLM's California Desert Conservation Area plan, though valid in a few spots, is the penultimate example of "cookie cutter" logic—an unapologetic cutting away of the total issue to show only the desired pattern.

Let us at once set some definitions and clear the air of stagnant misconceptions.

Images of kindly naturalists putt-putting along desert byways in dented old Jeeps or images of a quiet family sputtering along on their muffled and spark-arrested 50cc trail bikes are neither cogent nor apropos—these kinds of harmless desert users are scarce to the point of extinction, and their degree of desert use will not be significantly affected by BLM plans.

It's the atavistic racer-type desert abuser, with competition machinery screaming through delicate desert habitats, whose damage is painfully obvious and widespread. They have widened mile upon mile of game trails to vehicle-width scars, and it's the proliferation of this kind of "road" that the BLM's plan will curtail.

My nefarious rhetoric is not born out of environmental extremism. It is born out of over 15 years as a California desert explorer-writer, born out of ownership of numerous ORVs, and born out of living in the heartland of unrestrained destruction—the Mojave Desert. Additionally, I have studied ORV use firsthand in Scandinavia as part of my attempt to find sane land use alternatives to the insane decimation now being brought to the deserts.

Ask almost any homeowner or property owner on the desert side of the San Bernardino or San Gabriel Mountains and you'll get a depressing picture. It's a picture of a motorized weekend army from "down below" which hauls its

race-ready hardware to the frail alluvial deserts to wage war.

These "warriors" evoke no sympathy. They neither hunt artifacts nor notice the wildlife. They neither picnic nor hike. They, instead, use the desert as an experimental high speed proving ground for their machinery. They neither heed signs nor recognize property rights. They measure the day's success in terms of rising decibels, undying dust clouds, uprooted shrubs, and newly-chewed hillsides.

Editor's Note: Our January issue contained a subscriber's opinion on the BLM wilderness evaluation program. Here is another opinion, written by someone with similar qualifications. Van P. Wilkinson is a subscriber, contributing author to *Desert Magazine* and a desert resident.

What, you object, does this scenario of destruction have to do with the vast tracts of land the BLM is ready to reclassify? Well, the lesson is one in social psychology. In brief, a society's regard for open spaces is mutable, and ours is mutating. As a people, we have but two choices: (1) establish reasonable regulations which educate society in its regard for the wilderness, or (2) allow the least responsible hooligans to perpetuate the inaccurate and fatal myth that an unmonitored wilderness is the only definition of wilderness.

Every "public" commodity has regulations which define, limit, and to some degree control "wildernesses." To wit: in this country's airways and waterways traffic is segregated based on use, safety, and longevity; air quality is controlled somewhat for survival; and

even outer space, "Star Trek's" last frontier, is subject to international designations for use. So why does one hear such an outcry to the BLM proposals?

The reasons, I suspect, have odorous origins. For one, there has been money in ORVs since 1960 and big money (read: corporate money) in ORVs since 1970. Also, the smog-choked cars of the last decade have forced most hot rodders and vehicle modifiers off the streets into the ORV market and, hence, onto the desert "testing grounds." Then there is the very recent anti-government hoopla, with its microcephalic spin-off charging, "the less regulations, the better." Myopia, apparently, knows no bounds.

Believe it or nay, the Scandinavians have some similar wilderness problems—millions of undeveloped acres at the mercy of an increasingly affluent population. Theirs, however, is a more closely regulated wilderness than ours. One reason those folks don't object so loudly to the reasonable control of their open spaces lies in the fact that they don't grow up, particularly in Finland and Sweden, thinking that some parts of their wilderness are set aside for "anything goes" treatment. They grow up knowing that "escaping" to the wilderness need not mean crashing through it with reckless abandon. And, for our homegrown macho-men who claim that such a monitored wilderness policy would emasculate the development of competitive outdoor motorsports, I ask this: why do Europeans and Scandinavians, then, produce so many world class motorcycle racers and off-road rally drivers? The point is that you don't need unregulated access to all places in order to fine tune these skills.

To the hiker who fears extra effort to reach solitude, fear not. There are enough maintained dirt roads along utilities, rights-of-way, and boundaries to get 99 percent of all hikers near their

destinations. Besides, paved roads go through thousands of square miles of absolutely pristine terrain right now. In places like Death Valley and Joshua Tree, where ORV use has been restricted, one can park at hundreds of spots along the roadside and, within half an hour's walk, be singularly and inarguably insulated.

I submit that hikers should be concerned more with the fact that, in places where ORV use is regular, their very lives are in danger by speeding machines being aimed recklessly down trails once covered only by the walker. After all, who wants to hike for hours into what appears to be virgin desert seclusion only to have your private camp-

site suddenly overrun by modified 4WDs out for a hillclimb or by a batch of big bore race bikers "going for the gusto?"

For those who view the BLM as government gone amok because its regulatory powers are now localized—for those, there is little hope. Elementary demographics show us that California is a magnet for the country's wanderers. Today's Alabamian or Iowan is tomorrow's Californian.

The government land in question is just that: the people's land. Its best overall use is the people's concern, most certainly for the long haul. And the "people" are not solely represented by any special interest group, be it the most conservation Sierra Club fanatics or the

anarchist Phantom Duck followers who defy the government and hold illegal off road races. If violators of BLM regulations are viewed as popular folk heroes by driving through out-of-bounds areas, should one ask how hikers would be viewed if they strung taut piano wires across trails, chin-high, near their campsites?

The real issue, then, in weighing the BLM plan, is who wins and who loses? In this writer's opinion, the winners are: desert wildlife, desert terrain, hikers, responsible desert explorers with a purpose, and the future. The losers are: the reckless ORV users, the desert speculators and exploiters, and some ORV accessory manufacturers which appeal to

BLM WILDERNESS PROGRAM

by **CHARLES R. TULLOSS**
BLM-Bakersfield

THE BUREAU OF Land Management began its wilderness review of public lands in the California desert in the Spring of 1978. Although 470 million acres of public lands in the western United States are now undergoing this same evaluation, the pilot program began on the 12.5 million acres of public lands in the California Desert Conservation Area.

The wilderness review was mandated by the Federal Land Policy and Management Act of 1976. The Act, and ensuing regulations developed by the Bureau, set forth a review process divided into three separate phases. The first is the "Wilderness Inventory Phase," which requires the inventory of all Federal public lands for very specific information: the determination and location of areas containing at least 5,000 acres of contiguous public lands; the existence, or non-existence, of roads within that acreage; and, the presence or absence of wilderness characteristics as identified in Section 2(c) of the Wilderness Act of 1964.

The accelerated schedule has naturally focused controversy and concern over the Wilderness Inventory Phase for the California desert. In reality, each resource on desert lands—including wildlife, minerals, vegetation and cultural resources—is being inventoried concur-

rently with the wilderness resource. This is vital to the preparation of the California Desert Plan so that realistic and knowledgeable determinations can identify and recommend highest and best uses, or multiple uses, for any specific piece of land.

The Wilderness Act of 1964 requires that size, naturalness, solitude, primitive or unconfined recreation, supplemental values, and the possibility of return to natural condition be factors in the wilderness inventory of areas which have been determined to be roadless. That determination is based on the definition of a "road" as presented in the legislative history of the Federal Land Policy and Management Act: "The road 'roadless' refers to the absence of roads which have been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road."

In order to determine specific roadless areas containing at least 5,000 acres of contiguous public lands, existing roads conforming to the above definition have been used as boundaries. Within these areas are a number of "ways" which do not qualify within the definition as roads, although they have been traditionally used as routes of travel. Should Congress establish a roadless area as part of the National Wilderness Preservation

System, all routes of vehicular travel, whether "ways" or roads, within that area probably would be closed to travel other than foot or horseback.

Once a roadless area boundaries have been determined, then a decision is needed as to whether or not the area generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable. The area should reflect that the earth and its community of life are untrammelled by man and his activities. However, some imprints of man's work can exist without detriment to other wilderness values, if they are substantially unnoticeable. Within the Desert Conservation Area, the Bureau's inventory work has resulted in the quality of naturalness being the key determinant issue. Off-road vehicle use, mining activity, even military activities dating back to World War II, have all left a variety of imprints on the desert lands. Each must be individually evaluated against the intent of the law.

In order to pass through the inventory phase, and into the study phase, an area must meet three basic wilderness criteria: size, naturalness, and outstanding opportunities for solitude or a primitive and unconfined type of recreation. The reference to recreation is not an indication that Wilderness Study Areas, or possible future area that Congress design-

the "weekend desert warrior."

As a final and revealing explication, let's look at *who* is actually out there driving through the desert wilderness. Perhaps one in ten *lives* in the desert. Perhaps one in ten is part of an ORV club, and these usually have a moderate view toward wilderness ingress. Where do the other eight come from? They come, in the main, from urban sprawls. They come, too often, on the weekend to "let it all hang out" at the expense of the desert lands, whether they be state, county, municipal, or private lands.

As any Friday night traveler through San Geronio Pass, through Cajon Pass, or along the Pearblossom Freeway will tell you, the highways out of the South-

ern California concrete confinement are choked with trailers full of dirt bikes, dune buggies, and 4WDs on their way to the desert. A few are the putt-putt, low-profile variety, but overwhelmingly the machinery being taken to the desert is designed for raw speed and power.

You don't need plastic-bodied Jeeps with supercharged V-8s for desert exploration; you don't need single-purpose frame buggies with 150 horsepower for creeping along desert "roads;" and, you don't need exotic, competition-ready race bikes to "get back to nature." *You need these for speed.*

And 80 percent of the desert ORV abusers are there for speed only. If this is so, why can't they confine such exhi-

bitionism to the many thousands of acres the BLM has already set aside for just this reason?

If the BLM's plans cut back some of the access to relatively untrampled regions, I believe the lesson therein will mark another turning point in society's conscience, a favorable turning point. Maybe, just maybe, we'll begin to mature as a people so that "recreation" won't have to be so overpoweringly enjoyed at the expense of desert wilderness lands.

So, when we recognize that wilderness space, *per se*, is a finite resource, then possibly we'll be able to deal with the problem academically instead of emotionally. □

IN THE CALIFORNIA DESERT

nates as Wilderness, are being set aside for recreational use. This is only a standard for the determination of wilderness characteristics.

The Bureau realizes that outstanding opportunities for solitude and primitive and unconfined types of recreation are considered fairly common on the desert, and that subjectivity is greater on this single factor than on any other which must be considered. Sights and sounds outside the roadless area cannot be considered in determining this factor.

Upon completion of this inventory, Wilderness Study Areas will be designated by the BLM State Director in California. These specific areas will then move forward into the "Wilderness Study Phase." During the study phase all values, resources, and uses or potential uses of each area will be examined and analyzed. Determinations will then be made as to which of the Wilderness Study Areas will be recommended as suitable, or non-suitable, for wilderness designation and subsequent inclusion in the National Wilderness Preservation System.

The Wilderness Study Phase is presently being conducted by BLM's Desert Planning Staff. The results will be incorporated in the California Desert Plan, scheduled for completion in September 1980. The Draft Plan, accompanied by a Draft Environmental Impact Statement,

will be published in January 1980, followed by a 90-day public review and comment period, and formal public hearings.

The third or Reporting Phase of the Review Process consists of actually forwarding, or reporting, suitable and non-suitable recommendations on individual areas through the Secretary of the Interior to the President and, from the President, to the Congress. Under the provisions of Section 603(a) of the Federal Land Policy and Management Act (Public Law 94-579), these suitability and non-suitability recommendations must be made to the President no later than October 21, 1991. The President must then report his final recommendations to Congress within two years from that date.

Congress makes the final determination on whether any Wilderness Study Area is or is not designated as wilderness. Those areas so designated are then added to the National Wilderness Preservation System and are placed under the continuing management of the Bureau, according to the provisions of both the 1964 Wilderness Act and the 1976 Federal Land Policy and Management Act.

Because of the legal requirement for BLM to submit a comprehensive, long-range, management plan for the California Desert Conservation Area, the wilderness review timetable has been accel-

erated for public lands within that area. For example, the report to the President on California desert lands will be made in late 1980, with the report to Congress scheduled in late 1982. Congress has not yet established a date for final determination on the desert lands.

From the time that Wilderness Study Areas are designated by the California State Director until Congress has made a final determination, no activity can take place within these areas beyond the level which existed on October 21, 1976. Furthermore, no activity can occur which might impair the area's suitability for Wilderness designation by the Congress. During this time period, which could be six to ten years in length, the areas will be managed by the Bureau of Land Management in accordance with existing law. Procedures for this Interim Management Period were published for public review and comment in January 1979. Copies of these procedures are available in all BLM offices in California. Basically, the procedures say that activities taking place within an area which has been selected for Wilderness Study Area designation can be expected to be allowed to continue during the Interim Management Period, unless it is determined by BLM that the activities are impacting wilderness values. New activities proposed will be considered on a case by case basis. □

GHOST TOWN COLL

GHOST TOWN collecting is a fast growing hobby these days. It's so popular in Oregon that subspecialties have emerged. Some enthusiasts prefer disintegrated ruins and tolerate no residents, human or ghostly. Others enjoy talking to a few inhabitants who often turn out to be owners of a complete township!

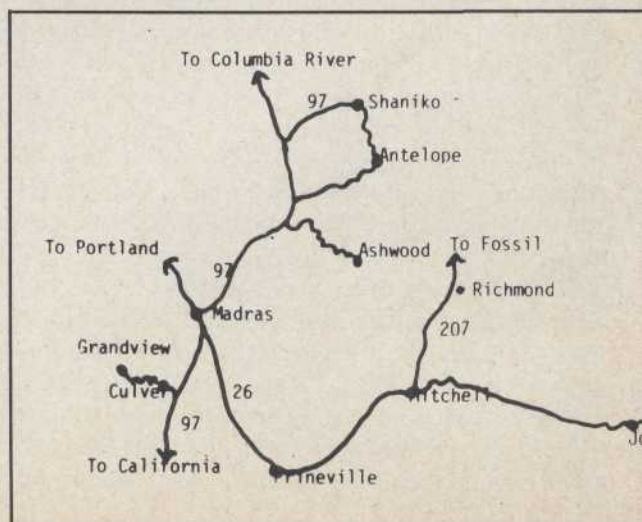
Many such abandoned hamlets lie not far from US 26 which runs east-west across Oregon from Idaho to the Coast. US 97, which stretches north-south from California, joins 26 at Madras in central Oregon, is a good area for the novice to start his search.

*Below:
Shaniko
School.*



A thoroughly western "beginner's" town is Ashwood in Jefferson County. From Madras take US 97 25 miles north-east to the Ashwood sign. Turn east on a new blacktop road and go 20 miles.

Ashwood falls into the slightly inhabited classification with four families living in what officially became a township back in 1899. Now, only three public



LECTING IN OREGON



by BILLIE DURFEE

and is hospitably full of old time lore and present-day statistics.

As in most pioneer crossroads, business used to be good enough to support several saloons. Today only one is standing, and it has been converted into a church used by Methodist, Episcopal and Baptist congregations.

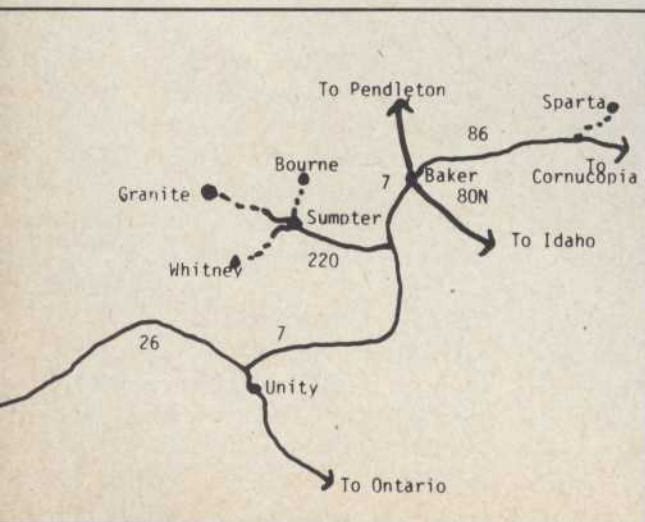
The largest and most frontier-looking building is the grange hall. At one time the biggest dances in the region were held here. Dancers came from as far away as Fossil, Antelope and Horse Heaven. A hand water pump and appo-

Left: A typical false-fronted building in Richmond.

Below: The Richmond church.

buildings and a few aged houses and outbuildings remain. These straddle Trout Creek and look up at Ash and Crater Buttes.

A combination general store and post office, built with the usual false front of those times, is still the center of things, and so is the postmistress Sandy. Sandy also runs the rock shop behind the store,





The Ashwood Post Office and Sandy, the Postmistress.

priate outhouses are conveniently located.

The area was a center for both livestock and mining activity; exact locations can be found on detailed county maps. The best known mine, the Oregon King, produced sulphide ore for the extraction of both gold and silver. The famous Hay Creek Ranch, more formally known as the Baldwin Land and Livestock Company, had several holdings near Ashwood.

Although only four families live "in town," 109 people use 35 of Sandy's Post office boxes. They send their eight children to a modern school on the new road. The P. O. crowd is worried about the rumor that a real estate conglomerate is about to sell "genuine western" ranches to world weary Easterners. And, the property is right at Ashwood's back door!

Shaniko, Oregon's most complete if least ghostly ghost town, is 23 miles north of the Ashwood turnoff on US 97. It's not Tombstone, Arizona, but it's not

untouched either. Seventy people called it home when the last census was taken.

It first existed as a stagecoach station in 1874, but was moved a short distance to its present site in 1898 when a narrow-gauge railway was built with the new Shaniko as the terminal. Bales of fleece from the huge sheep industry of Central Oregon were shipped north on the line.

The largest building is the Shaniko Hotel which was in use until the fall of 1977 when both the hotel and its furniture were sold at a grand auction. Other structures include the combination city hall-jail-fire house, the 1901 school, the carriage and wagon museum, several old houses, the post office and the saloon.

However, the peculiar looking block-house was really the town waterworks. The church wasn't a church, either. It seems Shaniko never had one. Now, they do, but it is actually a schoolhouse borrowed from another community. But, the several blocks of wooden sidewalks—some with railings—are definitely authentic.

For Oregon, Shaniko is indeed commercial even though the commercialism is limited to the sale of gas and cool drinks. This impurity in a ghost town is redeemed by the friendliness and enthusiasm of Shaniko's old-time residents. This year they held their Labor Day-Parade on September 16th. Originally cancelled, the townfolk missed the parade. So what if it was two weeks late; they had it anyway.

On the other hand, there were never any parades in Grandview which looks genuinely dead. A "For Sale" sign rests on the less than window-high ruins of a stone foundation. Once, they say, it was a store. A few yards away a giant juniper tree dwarfs a collapsed wooden hut thought to have been a mail station. Not a soul in Grandview.

To find it go south on US 97 from Madras to Culver. Then, follow the road marked Cove Palisades Park. Cross Lake Billy Chinook two times, and drive carefully up to the high plateau. The road is paved most of the way; you don't need a four-wheel-drive in summer. Once up there, the view is indeed magnificent.

Richmond, east of Madras, is Wheeler County's cozy contribution to ghostly townships. Leave Madras on US 26, drive southeast through Prineville and the gorgeous Ochoco National Forest. At Mitchell turn north on State 207, go 19 miles to the Richmond sign, continue east a half mile.

Here, Lou and Pat Bratton have a ghost town of their very own. They lease or own the whole of this turn-of-the-century ranch community. There are buildings on both sides of the present day road. On the north is a long false-fronted relic typical of the area. Wallpaper can still be seen peeling off the walls. Up the hill is a larger building in good enough condition to have been slept in by hunters this year. Could it have been a hotel? Or, more likely, a larger and fancier house than most of those now left. In this plain community it looks quite elaborate with its curved shingles and round window.

On the other side, the school and church face each other over what was once a dusty dirt road and is now the Bratton's vegetable garden. The one-room school still has a stove and most of its blackboards. Several other old houses and barns are scattered about. The wooden stove sitting on Pat Bratton's

back porch originally warmed the Ashwood Grange Hall.

Richmond was named in 1899 when R. N. Donnelly and William Walters, two of the first settlers, platted the town, but disagreed on the name. Donnelly made reference to Walters as "Jeff Davis" because of his rebellious nature. Eventually, they named it Richmond after the capitol of the Confederacy.

The biggest event in Richmond history was the meeting of the Wheeler County Pioneer Association when 450 Pioneers gathered together for a celebration which lasted a week. The party was in 1901.

From the nostalgia of Richmond return to Mitchell, and proceed east to or through John Day. Note: John Day is the only town between Prineville and Baker with garages, motels, groceries and a drug store. Continue on to Unity where State 7 turns northeast to Baker, the place to stay to see the ghost towns in Eastern Oregon.

The ex-mining communities of Sumpter and Granite are both on State 220 which branches west from State 7, six miles south of Baker. Although Sumpter, like Shaniko, is a living village with 130 residents and eight kids in the school, there is still enough of the old mining days left to make it worth seeing.

The road to Sumpter winds along the Powder River through 20 miles of placer tailings. The area was literally chewed up by gold dredges which pulled \$15 million from the ground between 1913 and 1954. One of the dredges is near the road on the way into town; it can be visited.

Sumpter was founded in 1862 by several non-spelling, ex-Confederate soldiers turned farmers who named their settlement after Fort Sumter of Civil War fame. Interest in farming decreased when gold was discovered the same year.

In the beginning, all gold was panned as it was nearly impossible to bring in heavy equipment for hard-rock mining. The formidable Blue Mountains lay between the gold fields and the rail center at Baker. Then, in 1895, the Sumpter Valley Railway (steam and narrow-gauge) was completed over the mountains from Baker.

The boom started. Pneumatic drills and miners came in; gold and carloads of logs from the surrounding forest went

out. The population rose from 300 to 3,500. Unfortunately, golden Sumpter lasted only 20 years. By 1907 hard-rock mining was beginning to slow down, but it was the 1917 fire which destroyed the 17 saloons, the seven hotels and the only boom town opera house known to have produced "Snow White and the Seven Dwarfs." The one large building remaining was originally the hospital, and is now a lodge hall.

However, the Sumpter Valley Railway has returned, refurbished and retracked. Its run has been shortened from 60 miles to five, and its schedule reduced to weekends. Nonetheless, railway buffs and children shouldn't miss the trip.

Granite is just 15 miles up the mountain from Sumpter. Gold was discovered here on July 4, 1862; a marker sits on the exact spot. Naturally, the place was named Independence, and so it remained for 16 years—until the postal authorities found that they already had an Oregon town with prior claim to the name.

Granite never was as big or as fancy as Sumpter, but there's more left now. Many false-fronted buildings, a tavern, houses and a general store line both side of "Main" street. The very small, one-room schoolhouse is in good shape, possibly because the school year was only four months long; the building was the city hall the rest of the time.

Granite isn't empty these days. People have moved into the old houses, enough people to use 23 mail boxes but that's not quite enough readers to start up the old paper, *The Granite Gem*.

These are just two of the many ghost towns near Baker. Bourne and Whitney in the Granite area, and Sparta and Cornucopia east of Baker are also worth investigating if the roads have dried out from the winter snow.

Incidentally, while you are in Baker, be sure to drop by the United States National Bank to see the sizable collection of large gold nuggets taken from the mines.

Yes, ghost town collecting is a popular hobby these days. Remember though, the Brattons aren't the only people who can own one. The Shaniko Hotel is back on the market; parts of Grandview and its neighbor, Geneva, are for sale. And then there's a whole ghost ranch, complete with the original ranch house, 1,200 acres and a lake. But, I'm saving that for me. ☐

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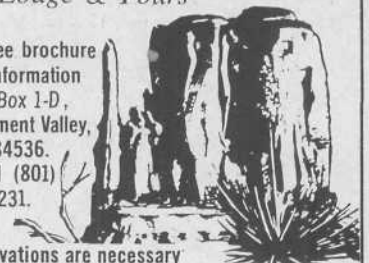


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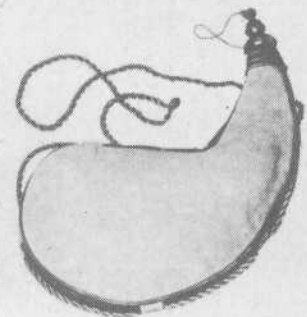
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HIS MONTH'S weekend trip, designed for the cool nights and warm days of late spring and which covers the Chuckawalla Circuit, one of the most scenic and accessible areas of the Southern California desert, is timed to enjoy the anticipated wildflower extravaganza after one of the wetter winters of modern times.

Our route, beginning and ending in Indio, utilizes Interstate 10, State Highway 111, the scenic North Shore Salton Sea route, with connecting miles of semi-retired pavement, a 130-year-old freight-ing and stage road, several other graded dirt roads—none of it four-wheel-drive unless you want to try some side trails.

We're heading southeast from the Coachella Valley on I-10, with our last

North Shore. For those of you equipped like the writer, diesel fuel is available at both Chiriaco Summit and Desert Center.

Food supplies, ranging from a steak dinner to camping staples, are on hand at Indio, Chiriaco and Desert Center only on the departure leg. There's neither fuel nor food on the long stretch, some 100 miles, between Desert Center and North Shore, the scenic two-thirds of the trip.

And, one other reminder. If all your mental magic fails to remind you to carry water and campfire wood, you'll find the latter only before you leave the pavement and the former is in limited supply at the two most likely campsites along the way: Corn Spring and Wiley Well, both well-equipped U.S. Bureau of

ern, Aztec, Orocopia and Dupont mining districts.

The campsites are primitive, meaning pit toilets, but well-maintained, with fire rings, ramada shelters and ample scenery and historic sites.

If it's your first time in the "Chuck" country, presumably you'll want to camp at Corn Spring, old headquarters of the late Gus Lederer, for nearly 50 years the "mayor" of the old mining camp and an eternally optimistic prospector.

Corn Spring is at the mouth of a long wash bearing the same name. Road directions are simple. You turn off I-10 at the first ramp east of Desert Center, just over nine miles and the rough dirt road to the camp leaves the old highway, now called Chuckwalla Road, about a half

COLORFUL CHUCKWALLAS OFFER AN EASY WEEKEND

Southern Desert Midlands Combine History, Scenery on Simple Circuit

*Corn Spring
as it appeared in the
early '40s. From the
Magazine's photo file.*

by
**BILL
JENNINGS**

stop for fuel, other auto and food supplies at Desert Center, the halfway point between Indio and the Colorado River since the late Desert Steve Ragsdale pioneered there in the early 1920s.

We'll return via Salt Creek Canyon, along the old Bradshaw Road and the North Shore route by mid-afternoon of the second day. Total mileage, with Indio as Point Zero, should run about 190, depending on your odometer. If your car's fuel tank won't quite allow that distance—remembering that much of it is hilly, unpaved, and with some wind in the offing—you can gas up at Desert Center, 30 miles east of Indio, or at Chiriaco Summit, an equally interesting and almost as historic mid-desert oasis about 30 miles east of Indio. There will be fuel at several points along the

Land Management (BLM) campgrounds.

BLM and the other public agencies responsible for the desert nowadays ask you not to gather firewood, even if you could find it, in order to protect the habitat for small critters or the historic status of the few man-made structures you'll encounter.

Our destination is hard to pin down with a one-word geographic description. I call it the Chuckawalla Circuit for convenience, but you'll encounter several other valleys and interior mountain sub-ranges, including the Mules, the Orocopias, the Chocolates, perhaps the Eagles and the Mecca Hills.

We're heading for the old Corn Spring-Chuckawalla mining district and the densest Ironwood "forest" remaining in California; the Red Cloud, Great West-

mile east of the overpass. You can't get lost, at least not yet.

You'll notice the two spellings of Chuckawalla. Without the middle "a" is now the official version but many old-timers and even a few scientists such as Edmund Jaeger, the dean of desert naturalists hereabouts, keep the "a" intact. The word is Indian, for the large lizard that inhabits the rocky slopes of the mid-Colorado Desert and is found far into Arizona. Whether it's Cahuilla, Chemehuevi or Mohave origin is not too clear.

Corn Spring is some eight miles up the wash and rocky terraces that carry occasional flood waters and debris out of the Chuckawalla ridges. The last three wet winters have recharged the old spring and there is likely to be a running stream

some distance below the scattered grove of native fan palms to tell you of the site. And, of course, BLM has placed plenty of signs around. You may even be able to find the badly vandalized petroglyphs on the rock faces to the north of the spring.

The road continues up Corn Springs Wash, and there's another official confusion. There's only one spring but the name is plural on the maps. You can drive three miles to historic Aztec Well and perhaps two or three miles more up the rocky slope toward many old surface diggings that may be posted with keep-out signs. If so, let your good sense guide you.

It's not advisable to venture far up the canyon by conventional car. There are high centers, many loose rocks and

Corn Spring to Wiley Well you'll note a probably unmarked dirt road meandering up the desert terraces to the south. This is the Dupont Road which reaches the Aztec and several other old mines and prospects. Generally, it's in poor condition and crisscrossed by several deep washes. The old wagon road leads more than 15 miles up into the Chucks, however, and is a good jeeping trip.

Another six miles will bring you to the Graham Pass road, or the remnants of the old Niland-Blythe road, which is maintained by Riverside County and offers a viable side trip in a sedan. Six miles up the road you'll come to a fork. Stay left for Graham Pass; turn right for Chuckawalla Spring over a poor and hard-to-find road up the main terrace

BLM addition, came along in 1966 as part of the agency's renewed interest in desert recreation, as mandated by Congress and the Secretary of Interior after World War II. The BLM model, usable, is pumped by a genuine windmill.

Hartman's original hand-dug bore, which still exists, was one of half-dozen or so the old miner drilled or dug under contract variously to merchants and local governments from about 1890 to 1910 or so.

He dug Wiley for A. P. Wiley, the pioneer store keeper at Palo Verde, the first town in Palo Verde Valley along the California side of the Colorado River. Wiley reasoned that if he proved a useful water source for freighters and travelers only a day's hard travel west of his establish-



plenty of soft sand to make the trip interesting.

Wiley Well, our optional campsite, is some 30 miles further east. If you just have to drive on the freeway, retrace your route to the Corn Springs Road ramp and head east 21 miles to the Wiley Well ramp and go south nine miles to the BLM campground.

Or, you can relive the rough, two-lane journey many of us remember along old Highway 60-70, pre I-10, now called Chuckwalla Road. It roughly parallels the freeway east as far as the Hopkins Well overpass and from there it's five miles to the Wiley Well exit. Don't try any of the alluring dirt tracks along the freeway. Most come to abrupt halts at the first wash.

Midway along Chuckwalla Road from

into the springs wash. This is historic mining country, now well-picked over by rockhounds and dotted with campsites. There are several old mines up this canyon, along with permanent water at the spring maintained by the California Department of Fish and Game for desert bighorn sheep and other wildlife. Unfortunately, the waterhole often is dominated by so-called wild burros who drive the other visitors off. They're cute all right but they don't belong there. Wiley Well is an optional overnight camping site, along with Corn Spring. It has a long and interesting history almost as long, but perhaps not as interesting, as Corn Spring.

There are two wells. The first drilled by an almost legendary figure, Henry Hartman, dates to 1904. The second, a

ment, he could lure visitors along his route to and from Arizona, particularly the somnolent La Paz and Ehrenberg gold placer diggings.

Hartman's other landmarks, none of which are still producers, included Gruendyke Well, on the shore of

Palen Dry Lake, 15 miles northeast of Desert Center; Midway Well, along the old Glamis-Palo Verde Road, west of present-day State Highway 78 almost midway between Blythe and Brawley; Shaver Well, some 15 miles northeast of Mecca near present State Highway 195, and Brown's Well, 10 miles south of Rice along the Midland-Rice Road.

Hartman assisted Floyd Brown with the drilling of Brown's Well, but the rest were thought to be his solo contracts, along with Ford's Well on Ford Dry



These sheep holding pens were used at Wiley Well for more than 50 years before BLM cleaned up the old camping grounds for public use in the mid-1960s.

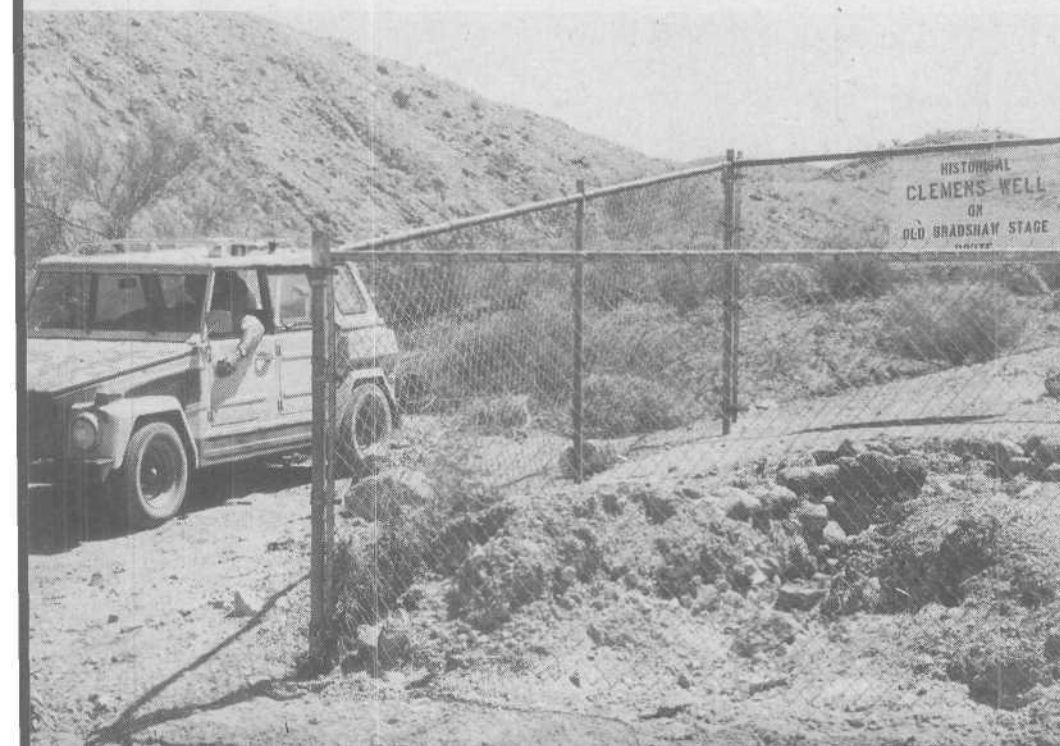
Lake, about 15 miles northwest of Wiley Well.

Despite his reasons, Wiley probably gained very little from his namesake well because of the general changes in routing along the old freighting road which gradually swung north of the Mule Mountains and along the present trace of Interstate 10 after the emergence of

Blythe as the principal town in the Palo Verde Valley.

Gruendyke Well, now hard to find in an inaccessible, sandy area, was the original site of Ragsdale's Desert Center camp, actually a homestead. He tried farming there and near Ford Well to the southeast, but finally decided on the present location of Desert Center in 1921,

Historic or not, Clemens Well had nothing to do with the even-older Bradshaw Road. Sign and fence were installed by Kaiser Steel, owner of nearby iron-ore hauling railroad. Clemens was one of several wells drilled by county crews 75 years ago.



moving his family there in 1924 after he had started the business. Ragsdale, a native of Arkansas, came to California in 1913 and homesteaded near Blythe.

Wiley Well for many years was a watering and supply point for the spring sheep grazing operations sanctioned under the U.S. Grazing Act by BLM. In wet years, thousands of sheep roamed free throughout the Chuckawalla and Milpitas valleys. Until about 20 years ago, the Wiley Well enclave was marked by sheep pens and the well itself frequently was useless for travelers, its bottom polluted by sheep carcasses.

From about 1950 the well was a haven for a distinctive group of squatters, many retirees who spent the cool months there in a collection of old buses and tent camps until BLM evicted them all in the mid-1960s when the campgrounds were refurbished. Ironically, the squatters had been excellent unofficial custodians, keeping vandalism to a minimum. Since they left, things are not as good.

Wiley is only four miles north of another BLM campground at Coon Hollow on the Milpitas-Midway Well road. This camp is generally occupied by rockhounds who have several good prospecting areas in the Mule Mountains to the east. Many old mining prospects dot these hills, too.

Detouring to the east a dozen miles along the historic Bradshaw Road brings the traveler to State Highway 78, today's replacement for the old Niland-Blythe Road through the Chocolate and Chuckawalla Mountains. This route offers good scenery, many jeeping areas and campsites but be warned: much of it is designated for travel along existing roads and trails only under BLM's Desert Plan.

From Wiley Well our weekend circuit heads west along the Bradshaw, which takes its name from Bill Bradshaw. He didn't pioneer this old (1850s) route between the Los Angeles-San Bernardino area and Arizona, but a lot of people think he did. He ran stages and freighting wagons from San Bernardino to Ehrenberg and perhaps was the heaviest user of the shortcut, until the Southern Pacific finished its line from Los Angeles to Arizona in 1879.

The old Bradshaw is still well-used by weekenders and is maintained by Riverside County, even that portion south of Graham Pass that dips into Imperial County.

There are a myriad of off-road tracks leading north and south from the Bradshaw as we head west toward the Salton Sea. But be careful, this again is restricted travel country under the BLM banner—stay on the main road—and tracks to the south head into the Navy's Chocolate Mountains Aerial Gunnery Range, a no-no. The range's boundary is poorly posted but fairly well patrolled, so stay out; besides they may drop things on you, like 500-pound bombs, rockets or other hardware.

Two trails to the north, however, are alluring, and legal. The first, when measured west about 19 miles from Wiley Well, is the Graham Pass Road we mentioned before. The second, another 20 miles, give or take a kilometer, is the faint track leading upgrade to old Gulliday Well, one of the original watering sites for wagoneers more than a century ago. Many old mines dot the southern slope of the Chuckawallas.

The old Beal Well section of the Niland-Blythe road, south from the Graham Pass Junction, is now closed by the Navy. This crossing of the Chocolates reaches into historic bighorn sheep and desert mule deer range, now off-limits.

The present State Highway 78, by way of Glamis and the Imperial Sand Dunes, was opened as a substitute for the old road after World War II, due in part to pressure by Imperial and Riverside counties applied to the Navy for closing a vital travel route. New 78 offers plenty of history and scenery in its own right.

Perhaps five miles west of the Gulliday junction the Bradshaw makes a definite split. The left or northbound fork, along a utility pole line, is the southern extension of the Red Cloud Road, which reaches I-10 midway between Chiriaco Summit and Desert Center. If you're tired of the whole thing, this is a good place to cut for civilization, but I think some of the best scenery is just ahead in Salt Creek Wash.

Red Cloud Road, as its name implies, reaches the historic Red Cloud Mine, also the Great Western, above the Red Cloud, and a number of old diggings along the fairly well-maintained road. There are lots more of those keep-out signs along here, however. The road is public.

Just west of the pole line junction the Bradshaw meets another branch, a faint track to the south along the Chocolates.



Historic Midway Well, midway between Blythe and Brawley on the old Glamis mining and freighting road. The rock protective works around the old hand-dug casing has been badly eroded by heavy flooding through Milpitas Wash in recent years.

This off-limits route reaches Tabaseco Tanks, another historic wagon watering point, probably well-filled with water after the winter's heavy rains.

About five miles west of Tabaseco branch, the Bradshaw crosses the Flying Eagle or Eagle Mountain iron ore railroad of the Kaiser Steel Corp., the same line you crossed yesterday at the Red Cloud overpass on I-10. From here on it's all down hill and pretty to the Salton Sea. Another good graded road heads north along the railroad to I-10, some 12 miles.

To the left, however, the route is down Salt Creek Wash, paralleling the railroad to the mouth of the gorge 10 miles. You'll go by the mouth of Canyon Spring Wash, to the north, four miles down-grade. This is worth a side trip, for either four-wheel-drive or high-center rigs, or a short hike to the pool in a multi-hued canyon of considerable fame among rockhounds and other desert denizens.

Just below the junction, on the wash bank to the south (left), are the remains of the Canyon Spring station on the old Bradshaw stage, now merely some scattered rocks very hard to find. Two miles down canyon you'll spot Clemons Well, another freighting water point, drilled by

the county government 70 years ago and no longer usable.

To the north are the arid Orocopias, closed to vehicles because of their unique place in the contemporary history of the nation. The moon walkers trained here in their 4WD electric vehicles because of the terrain's resemblance to the surface of the moon. The area is now under consideration as a national landmark and open only to foot travelers under BLM regulations.

Below the high steel trestle of the Kaiser railroad, which hauls ore from the mine northwest of Desert Center to the steel mill at Fontana, the canyon widens out and the road soon crosses through the All-American canal at a flood control siphon and our route reaches civilization and the pavement along the canal service road to Parkside Drive. You reach Highway 111 opposite the main entrance to the Salton Sea State Recreation Area where a fine interpretive or visitors center may help tell you what you've been seeing the past two days.

From here it's only 25 easy miles back to our starting place at Indio, and from there it's only 125 miles to the four-level interchange in downtown Los Angeles.

Hope you have a good time! □

"Winter Morning"

Oil, 24" x 30"

Artist, William Hoffman.

Courtesy Dr. Leo Hartman

Collection,

of Bellflower, Calif.



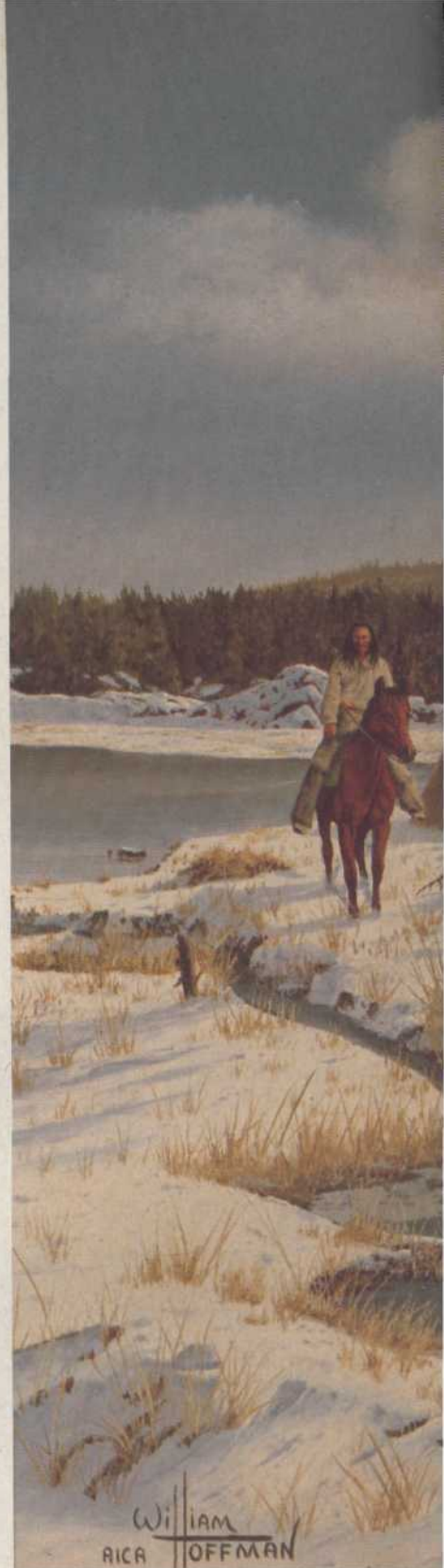
**CAN A SMALL GROUP
OF AMERICAN INDIAN AND COWBOY ARTISTS
FIND HAPPINESS IN A LITTLE WESTERN TOWN
SNUGGLED AT THE FOOTHILLS OF THE
SAN GABRIEL MOUNTAINS?
YOU BET THEY CAN!**

FIRST IT was the land of the Gabri-
elinos Indians; then a Mexican Land
Grant to Don Ignacio Palomeres; an
enormous cattle ranch; a prolific citrus
grove, and now a mecca of great western
art. To this add very alive townspeople
and you have the history and future of
San Dimas, California — population
19,500, 40 miles east of Los Angeles, a

friendly western town dedicated to the
development of western art. These very
alive townspeople have developed and
incorporated a community-wide organi-
zation, "The San Dimas Festival of
Western Arts." They like to bring atten-
tion to the "Arts," "plural" they say,
visual, performing and literature.

For the present, the "Arts" is their

annual sponsorship of the prestigious
American Indian and Cowboy Artists
(AICA) Western Art Exhibition. It is
California's largest and most spectacular
exhibition of western art. For the future,
they plan western art galleries and the
building of an academy devoted to west-
ern art and history. They have the
dream, and they have a committed





western historical community to match the dream.

The AICA will hold their Third Annual Western Art Exhibition and Sale on April 27, 28, 29, 1979. The Exhibition will bring to San Dimas artists and sculptures from Washington to Oklahoma to Texas. Mayor Marvin Ersher, M.D., sums up the townspeople's feel-

ings. "We look forward each year to the artists' return—we regard them as personal friends and respect and appreciate each for the magnificent art they bring to San Dimas."

The AICA surely are not strangers to San Dimas. The community knows them on a first name basis and can identify their work. Charlie Krauskopf, resident

and one of the organizers of the San Dimas Festival, observed, "We know and enjoy the artists and their work. The AICA brought to us and Southern California an appreciation, not only for the art, but for western history."

From the AICA and their president, Theron Imlay, comes another observation. "One cannot say how much respect



Pastel,
"Don Padilla"
Artist.
Theron Imlay.
Collection of
Valley National
Bank,
Phoenix, Arizona
Photographer:
Phil Dunham



"Kiowa Chanter"
14" High
Series Limit 20
Artist, Jack Osmer.
Photographed by
Peter Bloomer.



"Pueblo Buffalo Dance"

the AICA has for the western historical accomplishments of the people of San Dimas."

The AICA is a forum for the artists who have strong convictions in the American way of life, who have faith that man can bridge the gap of apprehensions and fear that separate men of different origins and ideologies and who believe in the benefits of goodwill and trust. In a sense, AICA artists are historians and therefore must, in their visual essays, speak with trust and authenticity so that history is not betrayed in the eyes of future generations. Agreed, history is viewed differently by people of varied ethnic and sociological backgrounds, and so it's true that the works of the AICA speak in varied tongues, though eloquently of different times and beginnings.

These requirements to promote goodwill and understanding, to demonstrate that peoples of different historical backgrounds can work together in harmony and trust and to depict the courage and daring found among American Indians and Caucasians in their struggle to build America's evolving West, demands of the membership a bigness of spirit and the realization of the potential for nobility in man. Thus, above all things, its members must have a great capacity for maturity, the ability to live up to responsibility and dependability.

Each year, nationally accepted invitational artists are invited to exhibit with the AICA. Together they compete for nominations in each of the show's five categories: oil, watercolor, mixed media, drawing and sculpture. From the nominations one in each category is judged as



Artist, Joe Waano-Gano

the gold medal winner. The judges are all nationally respected.

The volunteers that have come forward to identify themselves with the San Dimas Festival of Western Arts are just a bit short of miraculous. Even the first year, willing hands were not difficult to find. As they approach the third exhibition, volunteers number over 150. It is a community project operated by the community. Responsibilities needing attention range from the exhibition chairman, Municipal Judge Tom Nuss, to those who provide security, building skills, housing, information, decorations, entertainment activities—to mention only a few.

An interesting problem faced the Festival in its inception. There was no place in the city large enough to accommodate the awards banquet of 500 people, so each year they erected a circus tent in the city hall parking lot. Everything is first class—linen table covers, china, goblets, commemorative wine glasses and steak dinner.

The railroad made passenger stops in San Dimas—but that was 50 years ago. By special arrangements, a train, with the artists aboard, makes a special stop on Saturday morning. They are greeted by a band, and with appropriate remarks by Mayor Marvin Ersher, the party begins. A parade marches to City Hall and the festivities are under way. In addition to the gallery opening to the general public, there is a chili cook-off, Indian dancing, square dancing, auctions and seminars. It is a full fun day.

Work on the festival for the next year starts immediately after the exhibition

Continued on Page 41



"Winchester"

Artist, Richard A. Meyer



Pastel
"Paco Padilla"
Artist,
Theron Imlay.
Private
Collection.
Photographer:
Phil Dunham.



Kern County's Pioneer Village

by RICHARD C. BAILEY

OUTDOOR MUSEUMS on the order of Kern County's Pioneer Village have been popular in Europe for many years. Originating in the Scandinavian countries of Norway, Sweden and Denmark, this type of memorial was adopted by neighboring nations where open-air institutions became a numerous and integral part of continental culture.

The local institution's genesis dates from the early 1940s, when a group of history-minded citizens sought to restore the old mining camp of Havilah. Located in the Lower Sierra about 50 miles east of Bakersfield, California, it had served as Kern's first county seat from 1866 to 1873, when Bakersfield became the center of county administration. Due to Havilah's remote location, this original plan was reluctantly discarded. Then in 1950, the Kern County Board of Supervisors approved a subsequent proposal, and 11 acres were initially set aside on the old fairgrounds in Bakersfield for a Pioneer Village installation reminiscent of a typical early Kern community.

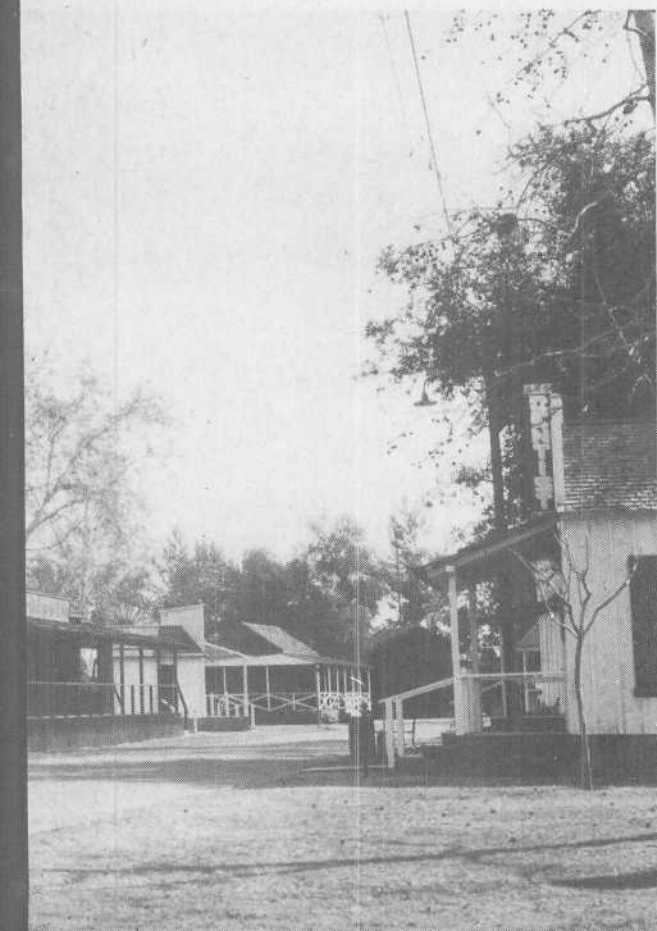
The first acquisition in 1950 was the

Tom Barnes log house built in 1868 on the Canfield Ranch, a gift of the Kern County Land Company. Next came the tiny Southern Pacific railroad jail built in Delano in 1874 when the rail line was being constructed south to Bakersfield. That year also saw the arrival of the Southern Pacific narrow gauge boxcar and the St. John's Episcopal Mission from Rosedale. Another valuable gift was the 1882 Alphonse Weill residence in Bakersfield through the courtesy of the pioneer Weill family.

In 1954 the Havilah Courthouse was opened to the public, representing a structure used to house Kern's first county government. The next year brought the Quinn Sheepherder's Cabin of 1906 to the Village. A forerunner of the modern trailer house, it was pulled from place to place on skids by teams of horses or mules.

The year 1956 signalized the receipt of numerous important gifts. A large steam locomotive built in 1898 was presented by the Southern Pacific Co., and an historic wooden caboose was completely re-

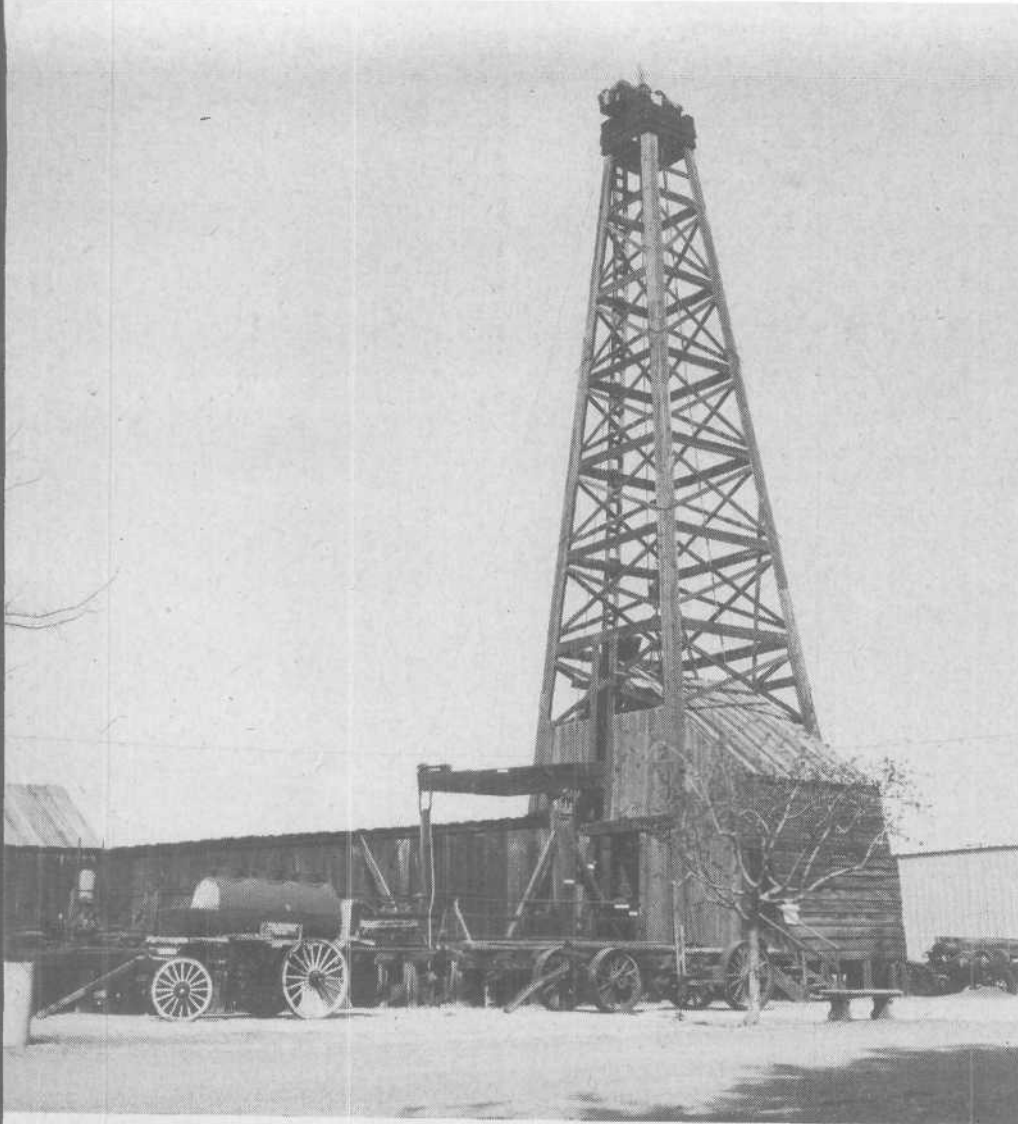




Opposite page: A century old newspaper office provides an air of nostalgia to Pioneer Village. The board and batten structure recalls Kern County's first publication in the town of Havilah. Above: This might be called "fraternity row" in the Village. The two-story structures each have a lodge room on the upper floor. Individual fraternities have their regalia displayed on the lower floor. Left: The Kern Valley Bank flanks the Wells Fargo station on Kern Street in the Village, with the photograph gallery and the Weller ranch house in the distance. Wooden buildings are a distinctive feature of Pioneer Village.

conditioned and delivered to the village by the Santa Fe Company. A firehouse building displaying handdrawn fire fighting vehicles was opened. A former carriage shed, this structure was built around 1889 by the Marion Carlock family. The Village Bandstand was converted from the original residence of Charles Jewett, a Civil War veteran, who had constructed it in Bakersfield during the 1880s. The Roscoe Martin stock corral was also erected with 90-year-old blue oak rails taken from Greenhorn Mountain near Glennville.

Gifts during 1956 almost equalled those of the previous year. The Harness Shop with all its pertinent tools was opened. This building had once served as the Stonewall Woody carriage shed and was presented by H. Douglas King. The Drug Store, stocked with the innumerable medicines and herbs of an earlier day, was dedicated by the Kern Drug-gists' Association. The old-fashioned Doctor's Office was also opened. Donated by H. L. Goforth, this little structure



was a former early-day residence in McKittrick.

The village grounds have been further improved by the Dentist Office in its board and batt completed unit. Al Kruger of Rosedale was the donor of this building. The 1899 General Store from Woody also opened its doors to village visitors. A gift of the Joseph Weringer family, this early-day mercantile establishment was furnished and stocked through the gifts of many friends and a score of commercial firms. A pioneer Barber Shop became a later annex to the store building. The Weller Ranchhouse and Tankhouse of the 1880s, given by the Raymond Stockton family, ended the list of structures completed during the year. One other attraction worthy of mention was the cast iron chain fence erected across the front of the village. Many will recall this fence which for many years bordered the grounds of the old Bakersfield City Hall.

The next year two further additions arrived and were placed adjacent to the ranch house. They were a small barn made available by the City of Bakersfield and a windmill from the J. J. Ralls ranch near Caliente.

Starting 1959 with 27 completed units, the Pioneer Village had considerable



Above: This operative 1910 cable tool drilling rig is symbolic of the oil industry for which this area is noted. Wooden derricks like this one are a thing of the past in California. Left: A "make believe" dance hall girl poses on the staircase of the Bella Union Hotel. Accommodations are upstairs and the bar-room and gambling layout are on the main floor. Right: Rail buffs drool over old 2914 which in 1898 was rated the most powerful locomotive in the world. Originally a coal burner it was converted to oil around the turn of the century.



growth during the succeeding 12 months. February 15 saw the dedication of the Telephone Exchange with numerous civic and history-minded organizations participating. The exhibit of a half century ago was made possible through gifts of the Pacific Telephone Company and the Kern County Land Company. This occasion was followed by the March 15 opening of the 1882 Norris School, utilized for many years by the land company as a storage shed prior to its transfer to the village.

Another building opened to the public was the Canfield Ranch Blacksmith Shop constructed during the 1880s, representing the oldest such establishment still remaining in Kern. Equipped with the myriad tools of the old-time smith, it is one of the outstanding establishments of this type to be found in California. Still another generous gift of the Kern County Land Company was a ranch cook-wagon. A "field kitchen" pulled by horses or mules, vehicles like this were used widely throughout the San Joaquin Valley in early days for preparing the meals of large work crews. It was restored by the museum staff and is stocked with varied utensils and furnishings common to its days of service.

Did you ever see a plow that was pull-

ed by 80 oxen? Well, you can—at Pioneer Village. Its mould board is 11 feet long by 3 feet deep. It weighs 1800 pounds and is, so far as is known, the largest animal-drawn plow ever built. Designed in 1874 by W. G. Souther to excavate the Kern Island Canal, a project of the famous Kern County Land Company, now Tenneco West, Incorporated, this plow is only one of the many attractions of the village.

Another display likely to take the eye of both young and old is the horse-drawn collection of 16 vintage vehicles typical of a western town of the past century. The "stars" of the collection are a shiny red Concord stagecoach and an elegant hearse, complete with coffin.

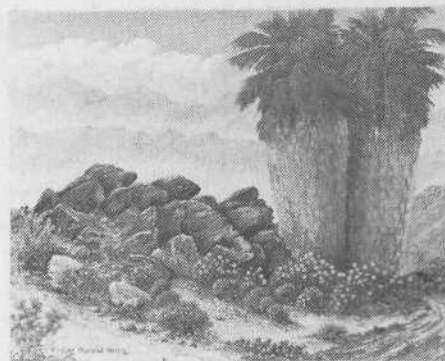
Streets in the village all have an old-timey slant. There is Claraville, named for the most elevated mining camp in the county; San Emigdio is named after a Mexican land grant, and Havilah Lane commemorates the original county seat. Asphalto was an early oil town; Buena Vista was the first place name in the south San Joaquin Valley and Kern, of course, is the county.

The Museum Alliance is a major factor in the operation of the village. This supportive group provides two-score volunteers who perform restoration work on the buildings, set up special exhibits in the structures and furnish lifelike mannikins in authentic period costumes.

The village is a "veritable enclave of the past," as Alvin Toffler describes it in his book, "Future Shock." What the village is not is as important as what it is. For instance, it is not a park although it has trees, shrubs, flowers and grass, nor is it primarily an entertainment center. The introduction of ferris wheels, merry-go-rounds and miniature railroads have been firmly resisted. All pets, including a once proposed hippopotamus, have been opposed.

While preserving buildings and artifacts of the past, it is, in fact, preserving a refuge from the present—a present that may be propelling us a bit too fast and numbing our senses. We have here a structured community, artificial it is true, in which history is frozen between the years 1860 and 1910. Walking through it, you sense a different drummer, one who is slower paced and more relaxed. We are entrenched, as it were, in the horse-and-buggy age and proud of it! □

"The original of this painting not for sale. Now in the collection of Dr. & Mrs. R. S. Baddour, Palm Springs, California."



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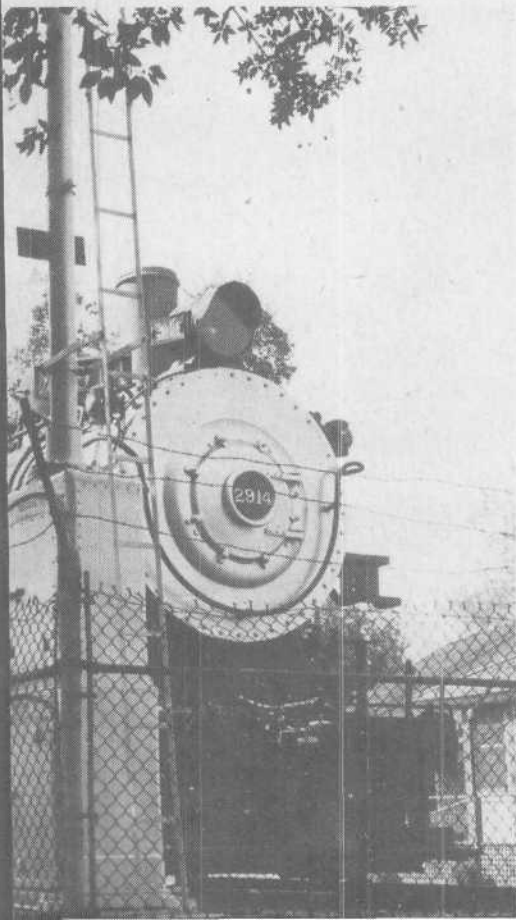


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FORT TEJON: HOME OF THE U.S. CAMEL CORPS

by
**MARSHALL
DAHNEKE**

EACH YEAR thousands of travelers rush by unknowingly within an arrow's flight of one of the most intriguing historical sites in the annals of western expansion. Standing astride the famed Grapevine Pass, Fort Tejon enjoyed two distinctions: it was built to *protect Indians* and later became the home base of the U. S. Camel Corps. With a complement of 225 Dragoons, orderlies and band musicians, the fort became the military, social and political center of southern California and one of its largest settlements.

As the Gold Rush surged into the '50s, passengers on the early Butterfield Stage Line from San Francisco brought news to the sleepy little pueblo de Los Angeles that a new fort was under con-

struction at Canada de las Uvas (Grapevine Pass) 40 miles to the north. General Beale, Commissioner of Indian Affairs for California, had chosen this strategic location to provide a protective garrison against the land-hungry white men who were encroaching upon the nearby Sebastian Indian Reservation. The new troopers would also be in a position to intercept cattle thieves who were driving their stolen horses and steers through the pass to markets in the southwest.

On June 30, 1854 a detachment of Company "A" First U.S. Dragoons bivouacked in tents and began construction of the new regimental headquarters, Fort Tejon. By late August, some 20 buildings were completed and the

personnel of Fort Tejon assumed their military duties. The Dragoons, heavily-armed mounted troopers, guarded miners and Indians, chased bandits and gave band concerts. Patrols from the new mountain bastion traveled as far east as the Colorado River, rode the supply line to and from Los Angeles and escorted parties to Salt Lake City.

Fort Tejon was considered one of the best military establishments on the western frontier. Many of the officers, who cut their teeth as second lieutenants at the fort, later achieved the rank of general in the Civil War. Such men as Ulysses S. Grant, Sherman, Stoneman and others learned the art of soldiering at Fort Tejon.

Quarters were provided for officers

and their families but few comforts were available for women and children. A woman's life in the dust and sweat of a frontier post was a continuous struggle against sickness, rustic housing, rough transport, Indians, wild animals, snakes and tarantulas. With grim determination the courageous wives made homes for their families in a harsh land surrounded by the odors of the stable, sweaty uniforms, dressed leather and omni-present gun oil. A one-room school house was provided for the children. The teacher was usually a "school marm" brought from the East. To supplement garrison rations, the men often went hunting on their own time. Venison was a welcome addition to the bill of fare but a wary eye was always alert for bears.

"Watch out for the grizzlies," was the common admonition. Several troopers were killed by the charging beasts.

The importation of camels to be used as beasts of burden throughout the arid southwest had become a favored topic in the cantinas of the frontier. The idea spread like a wind-blown prairie fire and its impact reached Washington. In 1853 Secretary of War Jefferson Davis stood before Congress.

"For military purposes," he implored, "for express and reconnaissance we believe the camel would supply a need now seriously felt in our service." Congress was unimpressed and refused to grant funds. Journalists picked up the popular cry "Camels for America." Soon Congress was pressured into reversing its

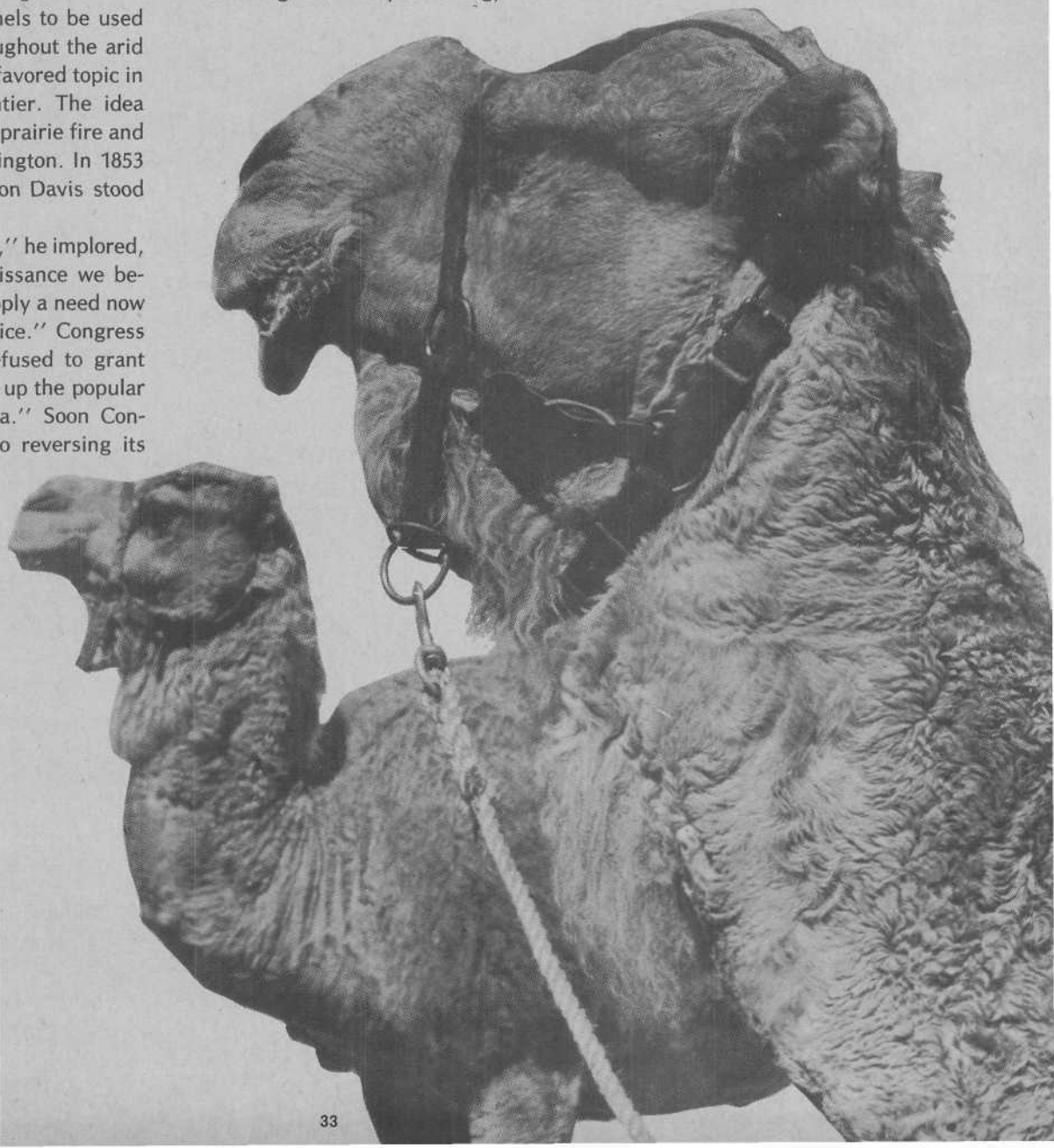
decision. In 1855 the princely sum of \$30,000 was appropriated to finance an expedition to purchase camels in the eastern Mediterranean.

Major Henry Wayne was placed in charge of the operation and the handsome, 41-year-old West Pointer arrived at port within a week. Boarding the ship he stared at the camel cage on deck, a strange super "cheese box" 12 by 60 feet and high enough to accommodate tall camels. Along with the 20 portholes, a sizable opening was left on top through which the camels could be lowered by the ship's boom. On June 3, 1856 the historic voyage began. Thirty-four camels, food and saddles were procured in Egypt, Turkey and Arabia and hoisted onto the deck. Nine Turkish and Arabian natives, expert as handlers, were hired to care for the animals.

According to the captain's log, "the

return trip was the roughest I have experienced in over 25 years at sea." Due to his ingenuity, however, the camels survived the stormy voyage unscathed. Knowing that camels grow leathery pads over their knees, they were forced to kneel and their legs strapped to the deck just behind the knees. To protect them from the buffeting of the rolling vessel, straw was packed in burlap and placed like giant pillows between the animals. Each day, weather permitting, the camels were rubbed down and curry-combed and the deck scrubbed and whitewashed.

After three exhausting months at sea, the "camel ship" arrived at Indianola, Texas. On solid land again, the camels went beserk — jumping, kicking and spitting at their handlers and creating a mild panic among the local populace.



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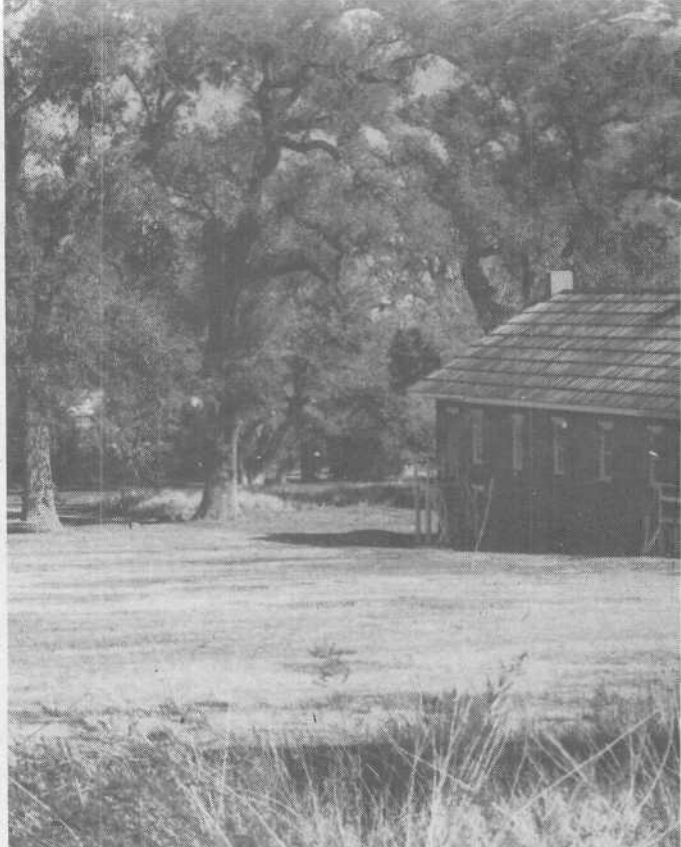
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of the Dragoons.*



The peculiar, strong odor of the dromedaries evoked a violent reaction from horses and mules along the road. At one point 25 government teams hitched to wagons broke their tethers and fled in terror. To avoid total chaos when the camels approached settlements, a rider was sent ahead on horseback shouting to teamsters and farmers, "Get off the road: camels are coming!"

Carrying heavy burdens of corn, oats and water, the caravan forged ahead across the arid southwest towards Fort Defiance. Made to kneel for loading each morning, the camels emitted a chorus of heart-rending groans and growls. If they felt that they were overloaded, they spit at their "tormentors" and when infuriated tried to bite off, with their sharp incisors, their handlers' arm or, more frequently, his kneecap. Camels always remember those who mistreat them and wait to even the score. Watching patiently for a chance, they can knock a man down and crush him with their great weight.

Remarkably, after covering 18 to 21 miles in a day, as the mules and horse bolted towards the water holes, the camels waited serenely munching their cud. When the cargo of 800 to 1,000 pounds was unloaded, they disdained the oats and corn carried for the ravenous mules and chose to forage in the desert for the coarse, bitter mesquite

beans, cactus leaves and greesewood. As the expedition passed, one crusty old resident drawled, "— and they seemed to have a hankerin' for well ropes and wheelbarrow handles, too."

Crossing the Colorado River promised to be difficult. Major Wayne had been told that camels could not swim. Approaching the sandy bank, he instructed the handlers to tie them saddle to saddle in groups of five.

"All the camels landed safely on the west bank," the Major noted tersely in his log, "but two horses and ten mules drowned. The Indians ate the drowned ones."

Once across, it was decided that the caravan would be split; one half with Major Wayne to travel direct to Fort Tejon and one half with Captain Edward Beale over the stagecoach road to Los Angeles — "to surprise the dusty little town." Great excitement followed the arrival of the 16-camel caravan in Los Angeles. Tethered in the central plaza surrounded by its cluster of one-story adobe houses, the strange beasts intrigued the curious natives, mostly Mexicans, Indians and Mestizos. As the camels were exercised, throngs of men and boys followed begging for a ride. After two days of chaotic disruption of the tranquil little pueblo, the drivers set off along El Camino Real to San Fernando Mission, Saugus and ascended the 3,500

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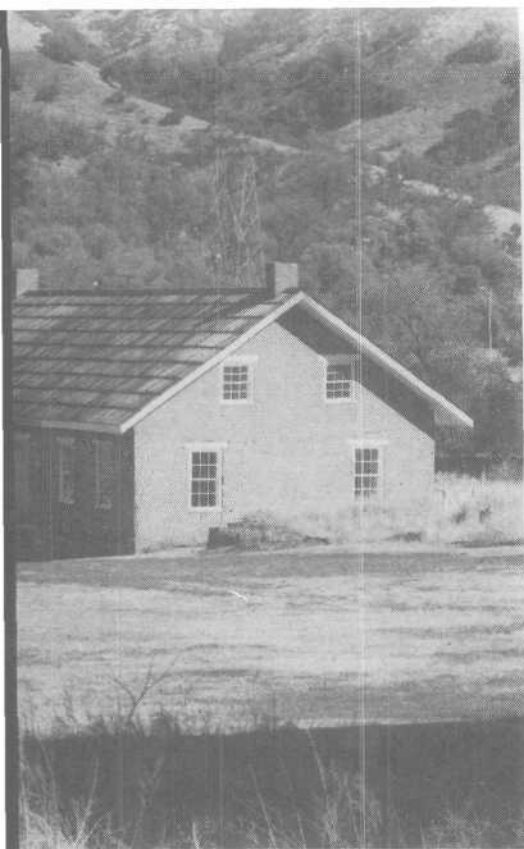
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feet to a spirited welcome at Fort Tejon. The U.S. Camel Corps was finally assembled and on duty after one and one-half years of hectic travel from Mediterranean shores.

The splendid performance of the camels moved Beale to declare, "There is not a man among us who would not prefer the most indifferent camel to any four of our best mules. They climbed with heavy pack over mountains where the unloaded mules found it difficult to go; they traversed stretches of country covered with the sharpest volcanic rock without foot injury and even plunged into rivers without hesitation and swam with ease. I heartily recommend that the Camel Corps be expanded.

Many schemes and proposals were voiced to use camels throughout the western frontier. Most prominent, the transport of mail by "camel express" between Independence, Missouri via Salt Lake City to Los Angeles crossing the 1,878 miles in 28 days. Later, Secretary of War Floyd proposed that camels should be assigned solely for military operations.

"Their great usefulness and superiority is certain." He believed that the dromedary would enable soldiers to move rapidly in pursuit of roving bands of Indians, catch and punish the marauders. He recommended that Congress authorize the purchase of one thousand

camels as a measure of "wise economy."

For four years Fort Tejon played host to a multiplying herd of rapidly breeding "ships of the desert." But they didn't catch on. The officers abhorred the camel smell, the troopers didn't like their cantankerous disposition and the horses fell into a snorting rampage at the mere sight of one. The dromedary experiment at Fort Tejon didn't prove as valuable as hoped. Fifteen camels escaped during a severe rain storm. Months later, they were recovered many hundreds of miles away. In 1860, a "Camel Express" was formed to travel between Los Angeles and Fort Mojave, 300 miles away. The route met with constant disruptions along the way and abruptly failed after only three trips.

As President Lincoln proclaimed in 1860, "No nation can endure half slave and half free," so it was that during the conflict that followed, no nation at war could afford to experiment with camels. The U.S. Camel Corps had to be abandoned and the camels sold at auction. Thirty-eight of the magnificent beasts were herded up to Benicia on the shore of San Francisco Bay. As usual, the caravan caused tumult and riots as local drayhorses and mules caught scent of the camels and bolted off in all directions. At \$54 each, they were sold to owners of remote mining camps, freight lines and circuses but subsequently in each case the use of the camels proved a failure. By 1870 most of the camels were turned loose in the arid desert. Nevada passed an act prohibiting them and elsewhere they were shot on sight and eaten by the Indians. Today only the legend of a few wild camels roving the deserts of Arizona and California remains to remind us of the colorful saga of the U.S. Camel Corps.

Partially restored now as a State Historical Park, Fort Tejon is open seven days a week, admission 25 cents for adults. Realistic, life-sized mannequins depict the daily life of the Dragoons, orderlies and bandsmen. To get there, take the Fort Tejon State Park off-ramp just above Lebec, California. Motels and a KOA Campground are conveniently located just one mile to the south. It is regrettable that so many travelers dash by on the adjacent Interstate 5 without a stop to visit this significant and colorful relic of western frontier days. □

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The half-pint Least or Painted Chipmunk doesn't know this.

So, tail held straight up in a most jaunty fashion, this bright-eyed striped little number scampers about heat-ridden sage and rocky wastelands making a very good living under hot, dry desert conditions and far from any water.

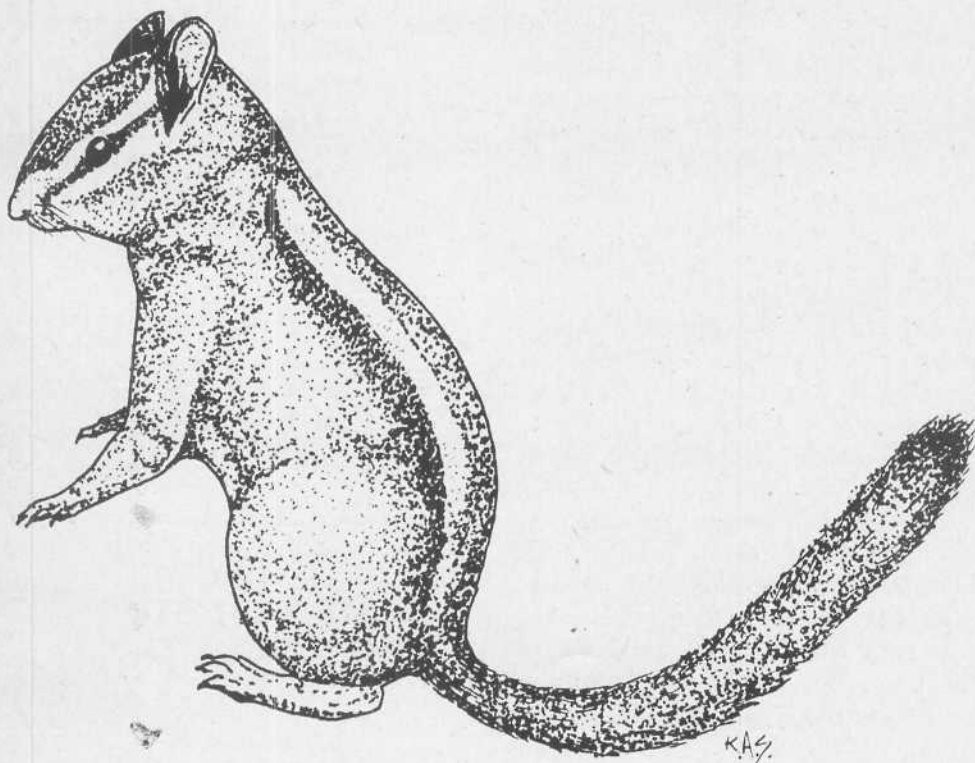
Officially his name is *Eutamias minimus*. The first part of this Greek handle means "good storer of provisions"

which, being a staunch believer in maintaining a full larder, he certainly is. The second part meaning "least" tags him as the smallest of chipmunks. It has nothing to do with his capabilities, many an impressed biologist studying this little guy concluding that "with the mostest" should be added.

True enough, cousin Cliff chipmunk can handle arid conditions in New Mexico's canyons and has only recently been found even in the low altitude rocky stretches of Baja California. Certain other species get along in relatively dry pinyon-juniper lands. For the most part, however, western chipmunks tend to stick to their preferred tree habitat, a certain kind being found mainly in the yellow pine belt, another being lodgepole enthusiasts, and the like. But the *minimus* clan has more cosmopolitan tastes. So flexible and adaptive are its members that in different parts of its very wide geographic range, these hardy little chipmunks can be found in desert environments, or in the various mountain forest belts, or even in the top of the world alpine regions.

In line with overall chipmunk tribal custom, members of the Least clan are mainly seed and nut eaters, with fruits, berries, mushrooms relished when available. Insects, too, are gobbled in season, webworms which infest the sagebrush in June and July being considered particularly tasty, the chipmunks climbing about the bushes selecting the fattest and eating one right after another.

Hunting for seeds, on the other hand, isn't as easy, for the desert is not prodigal of agricultural produce. The chipmunk must cover a lot of ground exploring, quartering back and forth, nose whiskers twitching, bright eyes searching. Ah! A ripe dandelion head! It takes but a moment to whack it off with a stroke of those big front teeth, and the chip, prize in his mouth, scampers to a favorite rock lookout to work on it. Sitting up and holding the head in his agile little hands, he bites into it exposing the seeds, and chews away, spitting out the hull parts. He turns and manipulates the head to get all the seeds out, and some fall to the ground. The remnant of the empty head is flung away at last and the chip collects the fallen seeds, pushing them into big expandable pockets located inside his mouth in his cheeks. Good storer that he is, he's



The Least Chipmunk

by K. L. BOYNTON

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working on a seed cache now, foraging here and there, finding more, packing them in until at last, his face satchels so full and bulging that his head is twice its usual size, he races for home.

Now a chipmunk's underground burrow is not only his castle, it's his pantry and warehouse as well. As biologist H. Broadbrook discovered when looking into the household of an eastern Washington resident, it's constructed with an eye to fundamentals. The chipmunk digs his burrow himself, but what he does with the dirt nobody knows unless he's very good at packing walls as he goes, for there is never a tell-tale mound at the top. The doorway is only a round hole which, not being born yesterday, he makes wide enough to accommodate his added head width when arriving home with full suitcases. From thence, a comfortably wide tunnel leads obliquely downwards for about 28 inches to the main edifice at the end. This is a big hollow, and it is lined with a ring of thick insulation—_inches of packed grasses, shredded bark, even in one case some cotton lifted from Broadbrook's camp. Tucked in the middle of the insulation ring is his bedroom, his couch being of the softest thistle down and fuzz from flowers.

Directly under the insulation ring is the food storage area, the seeds brought in by the face loads being carefully packed in an encircling ring, too. The loot is thus safely stowed and easy to defend. Most important of all, this underground storage pile is the chipmunk's survival ace for the coming season when food supplies outside will be lacking and snow or inclement weather keeps him in. Chipmunks are hibernators of a sort. They are, however, unable to put on enough fat as bears can to last the long months without supplemental food. Their winter sleep is not profound but marked by periods of torpidity and stirring. With his warehouse so handy, all the resident has to do then, is to reach down anywhere through the cozy insulation ring and find his seeds waiting.

If pushed by unusually severe conditions and the exhaustion of the food supply, the chipmunk can resort to deep hibernation, biologist T. Cade finding that cousin Yellow Pine chipmunk, for example, can survive even a low 4.6°C body temperature for awhile, its arousal rate

fortunately being remarkably fast for an animal its size. Still the usual chipmunk shallow hibernation eked out with a food supply is best, for by reducing their activity in winter the chipmunks use up less energy during periods of food shortage but they don't lose the safety advantage of an active life, for they can still escape predators or the flooding of their burrows.

The crux of the whole matter, of course, is that all important food supply, the amount available for winter determining how active or torpid the chipmunk is going to be, and in the last analysis, if it is going to make it at all. No wonder food accumulation is No. 1 on the business agenda, particularly that of the Least chipmunk short-changed by desert conditions.

Behaviorists who like to know why animals act the way they do point to this preoccupation with food getting with its inevitable competition as being the very sound reason for what they politely term the "aggressive tendency" found in chipmunks. Evolutionists nod, agreeing that selection has indeed favored a tough attitude, the chipmunks storing the groceries being the ones surviving to carry on the race. Socializers, like the giddy grasshopper of tale and legend, pass from the scene. The fact is that chipmunks seldom get along even with their own kind, certainly not with members of other species no matter how closely related. When different kinds live in the same general area, they occupy ranges next to each other, but not overlapping. Definite lines are maintained between them, and scientists wonder why this is.

A first class place to study this is along the Yosemite transect in the eastern slope of the Sierra Nevada. Here there is a steep fault scarp with extremely well defined life zones ranging from sagebrush desert to alpine. A fault scarp is really a cliff, formed long ago when some geologic upheaval broke the earth's crust and surface. One side of the fracture continued to move against the other, tilting abruptly, rising up higher and higher to form at last a sharp vertical cliff, perhaps several thousands of feet high. Naturally enough there is a big difference in altitude from the base of such a scarp to its top. The vegetational life zones on the way up are clearly marked and it is easy to see how environmental conditions change from one to the next.

Geology set the Sierra Nevada scene. The actors are four different kinds of chipmunks. *Eutamias alpinus*, the Alpine chipmunk resides at the top; the lodgepole pine zone, the next layer down, is occupied by the San Bernardino type *E. speciosus*; the Yellow Pine chipmunk *E. amoenus* dwells in the pinyon pine zone that comes next, and finally, gracing the sagebrush desert at the bottom, is none other than our hero, the Least chipmunk.

What keeps each of the species in its tight little habitat?

Biologist H. C. Heller, with a pretty good idea that aggression could be one darned good reason, devised a set-up whereby he could see for himself what happened when the four kinds of chipmunks came into contact. He made a box consisting of a long runway with a private nest at each end for whichever two contestants were being tested. In the middle was a single food area. The deal was that when a partition was lifted, the chipmunks would stroll out of their nests at each end and meet at the lunch counter in the middle.

They did.

A flurry of attacks, chases and retreats promptly took place. One in each pair would be the aggressor, advancing eyes staring, ears back, head forward, perhaps even growling, the other avoiding, retreating, or crouching in a huddle. No doubt which was dominate, which subordinate. The Alpines and Yellow Pines were always highly aggressive, the other two to a lesser degree. Heller then went into the field to check on their relationships and after a lot of hard, hard work and many an hour trudging up and down the scarp, he had at last part of the answer as to how and why the hard and fast lines were maintained between the species.

The Least chipmunk, although fully able to handle conditions in any of the zones since it is found at these levels in various other locations in its geographic range, is stuck in the sagebrush desert here. He can't go up into the pinyon pine belt because the bigger and tougher Yellow Pine chipmunk won't let him. This latter worthy can't move up into the lodgepole pine zone because his neighbor, the San Bernardino, is too firmly established there. And this fellow in turn can't spread up further into the alpine zone because the bucktoothed house-holders there give him the bum's rush.

Nor can the Alpine chipmunks move down into the lodgepole pine belt as tossing out the entrenched San Bernardinos is too costly in effort. And any San Bernardino trying to muscle into the pinyon pine belt lower down, is met by determined Yellow Pine chipmunk resistance.

What would happen if this natural status quo were upset?

Bilogist M. A. Chappell live-trapped and displaced all the Yellow Pine chipmunks from a portion of their normal habitat. With them gone, plenty of Least chips promptly left their sagebrush and

settled for good in the vacant pinyon pine territory. But when he reversed things, not a single Yellow Pine chipmunk was successful in establishing a home in the sagebrush.

So the zonation stacking of the chipmunks is not due to aggression alone. Physiological barriers are there, too, as Chappell working alone and Heller teaming with D. M. Gates this time, showed in their metabolism and energy budget studies.

The thing is that every animal has a natural body temperature range. It can get too cold or hot for a short period, but

must average this steady state condition. True, the chipmunk can raise its upper temperature tolerance by increasing evaporative loss, but it can't lose too much water. It can also raise its upper limit by letting its body temperature rise some, but again not too high. A sagebrush desert is a harsh sun-scorched land with high radiation and poor shade. Summer air temperatures are 35°-40° C, the baked ground surface hitting 60°C. While the basal metabolism of the four chipmunks is not very different and their water budgets and resistance to lack of water about the same, the Alpine, San Bernardino and Yellow Pine chipmunks can't handle the hot desert conditions. The Least chipmunk can.

He can tolerate body temperatures as high as 43°C, and he uses his heat storage ability to be active for short periods of time under stressful conditions he could not stand as a steady thing. Retreating to his cool burrow from time to time to dissipate his heat load, he can return again to the surface for more foraging until by 11 A.M. the desert's merciless sun drives even him underground.

Time-wise he uses his day sensibly being up betimes in the morning, and while he is no sissy when it comes to defending his rights against pushy characters of his own species, he avoids encounters with his neighbors up the line. He's just too small, the bigger Yellow Pine chipmunk just too tough, and what's the use of 35-40 defeats everyday? It's too hot. He can't afford the energy cost nor to waste the short time he can work on the surface in fighting. The other chipmunks are all more aggressive than he, but in each of their cases, territoriality has proven an adaptive advantage.

Pondering all this, Heller suggests maybe the aggressive species evolved preferences for habitats where aggression pays off, while the non-aggressive types evolved preferences for habitats from which they will not be excluded.

The Least chipmunk is not likely to have other species immigrants crowding into his heat-ridden habitat. But thanks to his built-in physiological advantages, flexibility and knack for flourishing under hot arid conditions, he himself has a lot of expansion possibilities.

The sagebrush may be just the first step in the *Eutamias minimus* clan's desert exploration and colonization. □



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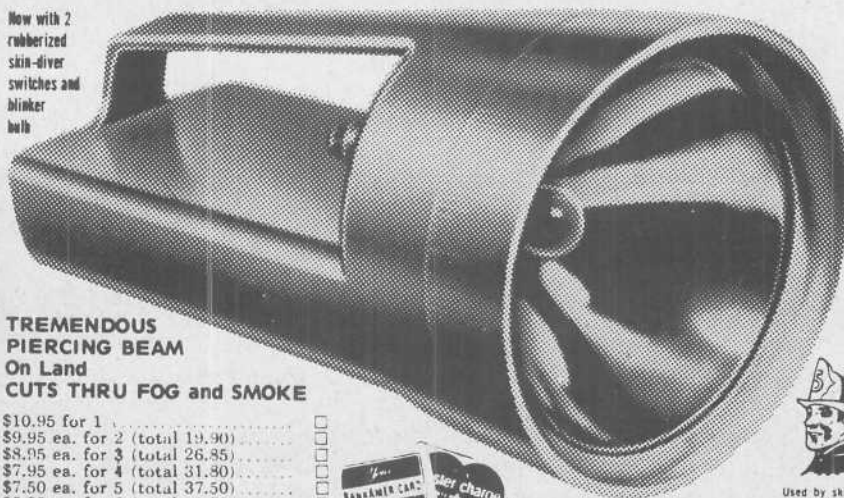
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What's Cooking on the Desert?

by STELLA HUGHES

chops, but ham proves a delicious substitute.

For your Easter supper purchase as many slices of ham as needed, allowing one thick slice of ham for every two people. Ask your butcher to cut ham slices from a partially cooked ham, or cut your own from a ham shank or ham butt. If the ham has a collar of skin covering, this has to be trimmed off before frying.

You'll need a 12- to 14-inch Dutch oven (with or without legs) and a close-fitting lid. The lid can either be the domed kind or the one with a flange for holding coals. The lid must be of cast iron and not the modern glass type meant for indoor cooking only.

Melt several spoonfuls of fat in the bottom of the oven and place your slices of ham in the hot fat. Brown lightly on both sides. When done remove from oven and place to one side.

Slice enough potatoes to half fill the oven. Slice at least two large onions and mix with the potatoes. Leave the meat grease in the bottom of the oven and add the potatoes and onions with salt, pepper and some flour. Place all the ham slices on top and cover with milk. You can use fresh milk, canned or powdered.

Dig a fire pit large enough to hold the Dutch oven with about a foot of space around the oven, and deep enough to allow six inches of hot coals under the oven, as well as on top. So don't be stingy, and dig a pit at least two feet deep.

Burn hardwood right in the pit for one and a half to two hours, or until the pit has a good six inches of red coals. Be sure there are no charred chunks of wood, or that there are flames when you place the Dutch oven in the pit. Just remember hardwood serves best and mesquite and oak are excellent. Soft resinous woods make very little coals that hold heat suitable for cooking in a pit.

Use a shovel to remove enough coals to allow room for the Dutch oven. Cover the oven lid with a double thickness of foil so that dirt and ashes cannot get into the cooking food. Better yet, place a piece of galvanized iron over the oven. Then put remaining coals directly on top of the oven and around the sides. Over all tamp down dirt at least six to eight inches deep. Be sure no air holes exist.

You can forget about supper until evening. Potatoes will be done in a couple of hours, but the meal can remain

One Shot Pot

ONE SHOT POT simply means a one pot meal. Everything in one container doesn't necessarily mean a mulligan stew or a conglomeration of leftovers. It does mean a wonderful time saver and offers gourmet possibilities when it is done right.

Outdoor cooking is divided into two kinds—open pit and closed pit. Boiling, braising and frying is done in the open pit, while roasting, steaming and baking is done in the closed pit. This primitive "pressure cooker" method has been used by people the world over since the beginning of time. The American Indians roasted their meat in deep pits as well as mescal roots, their staff of life. This was done in much the same manner as the Hawaiian's kalua. The Pubelo Indians, even yet, will roast the beef's head after butchering. The head, skinned and cleaned, is wrapped in burlap and buried in a deep pit for up to 18 hours. The results are durned good eating.

Shepherders, tending their flocks in the Western rangelands, had to make do with a minimum of cooking equipment.

The Dutch oven became an essential part of the lonely shepherd's life. In it he baked his crusty sourdough bread as well as roasts of mutton.

The roundup cook was want to bury eight-pound lard pails with pinto beans, and after being in the pit overnight, resulted in mouth-watering "bean hole" beans. No pressure cooker or modern crock pot could have made them any tenderer.

The Basques were past masters at using the pit method for their bread making. In Nevada, parts of Idaho and Utah, the black sagebrush was used to fire the pits. This sage is not the puny little clumps of grey sage so commonly seen in the southern part of the country, but the hefty variety that grows limbs as large as a man's arm, and makes a fast hot fire. Some Basques still bake bread in a pit—mostly for special family gatherings or festivals.

Here's a recipe for a closed pit, one shot pot meal, that will prove a winner when used by hunters, fishermen, rockhounds or any other outdoor group more anxious to spend available time pursuing their favorite hobby, then slaving over a hot campfire.

Shepherd's Scalloped Potatoes
The original recipe calls for lamb

in the pit for eight hours or more. Don't remove oven until ready to serve. Cold baked apples and a tossed green salad go well with this dish.

A lot of people miss a great deal of pleasure because outdoor cooking scares them. They think they have to have fancy equipment such as grills with rotisseries and other doodads featured in ultra modern sporting goods stores.

Not so. All you really need is a shovel, some good hardwood, a Dutch oven, the makin's for dinner and all outdoors to cook it in.

Go ahead and try it. You'll find closed-pit cooking a wonderful experience. Its basic characteristic is that it is extremely slow, gentle, thorough cooking which, especially in the case of meats, is carried on almost entirely in the food's own juices. The flavor achieved by a good closed-pit cook are the very essence of nature's flavoring, accented by a little spicing.

For those that would rather use their modern gas or electric oven, you can make your ham casserole for Easter Sunday supper by a very similar recipe.

Ham and Potato Scallop

- 1 fully cooked ham slice, cut at least 1 inch thick (about 1½ pounds)
- 5 or 6 cups thinly sliced potatoes
- ¼ cup chopped onion
- ½ cup chopped green pepper
- 2 tablespoons butter
- black pepper and salt to season
- 1 10 oz. can condensed cream of mushroom soup
- ½ cup milk

Cut ham in small pieces. Use a two-quart casserole and place half the potatoes on top of the ham. Combine soup, milk, onion, green pepper and seasonings; pour over potatoes. Dot with butter. Cover and bake in moderate oven 350 degrees for about one hour. Then remove cover and bake 30 minutes longer, or until potatoes are done.

Any canned fruit goes well with ham casserole, such as pineapple or apple-sauce. Spiced whole peaches prove a winner when chilled for several hours before dinner. □

Editor's note: Stella would like to know if our readers have any requests for special recipes, or perhaps where you might find a certain item. If so, address your queries to: Stella Hughes, c/o Desert Magazine, P. O. Box 1318, Palm Desert, California 92260.

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FESTIVAL OF WESTERN ART

Continued from Page 27

and always with a commitment to improve. It is this philosophy that projects the San Dimas Festival as a must-see attraction of national significance. The City government encourages and helps wherever possible to make the show successful.

There are contemporary men and women who have made lasting and beneficial contributions to life in the American West. The AICA and Festival each year honors a person recognized as having made such contributions. The honor is "Man of the West," and is presented at the Exhibition award banquet. A bronze sculpture, by Richard Meyer, AICA, depicting an Indian and a Cowboy looking out together upon the West, will be presented to John Wayne, this year's "Man of the West." He joins Roy Rogers and Olaf Weighorst, honored in 1977 and 1978 respectively.

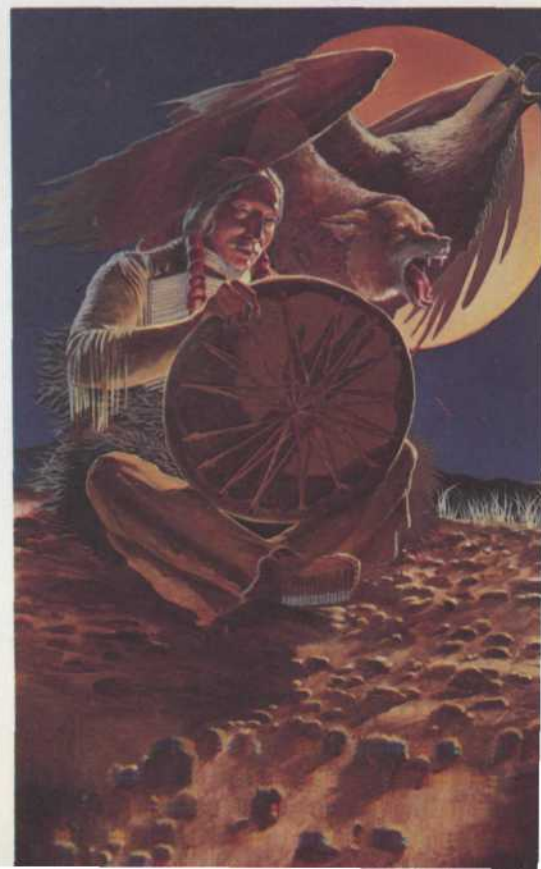
Bruce Hezlep, President of the Festival, views the operation in the total. The 1979 exhibition will see the involvement of the school district as they join the exhibition by producing their own western art show. Following will be western art competition for the non-professional, also literature, music, etc.

The San Dimas interest in western art

has now vaulted into the development of a western art museum and historical academy. There is a need in Southern California for a facility that will dynamically address itself to the specific area of total western United States in art and history.

This is by no means an ordinary undertaking. But, then again, given the dream and leadership, the people of San Dimas are not ordinary people. They fit the mold for great accomplishments.

If Don Ignacio Palomeres could see his land grants now, he would be pleased that the color and activity of the West still live through the artist historian. May the artists' skills be an inspiration to generations yet unborn to keep alive our history and our place in the world. □



"Shield Vision"
Acrylic on canvas.
Artist, Parker Boydiddle.

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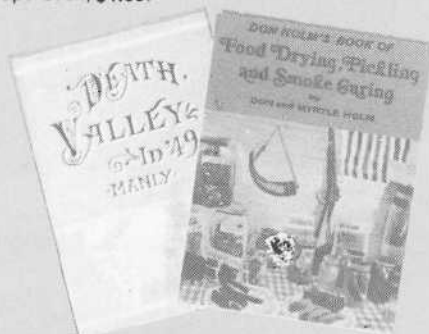
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A FIELD GUIDE TO THE COMMON AND INTERESTING PLANTS OF BAJA CALIFORNIA by Jeanette Coyle and Norman Roberts. Over 250 plants are described with 189 color photos. Includes past and present uses of the plants by aborigines and people in Baja today. Scientific, Spanish and common names are given. Excellent reference and highly recommended. 224 pages, paperback, \$8.50.

CALIFORNIA DESERT WILDFLOWERS by Philip A. Munz. Illustrated with both line drawings and beautiful color photos, and descriptive text by one of the desert's finest botanists. Paperback, \$3.95.

CACTUS IDENTIFIER Including Succulent Plants by Helmut Bechtel. This gem of a little book contains 119 beautiful color photographs of cacti and succulent plants. Detailed descriptions of each, plus where they are to be found, and how to care for them. 256 pages of informative reading, hardcover, \$4.95.

TEMALPAKH by Lowell John Bean and Katherine Siva Saubel. Temalpakh means "from the earth," in Cahuilla, and covers the many uses of plants used for food, medicine, rituals and those used in the manufacturing of baskets, sandals, hunting tools; and plants used for dwellings. Makes for a better understanding of environmental and cultural relationships. Well illustrated, 225 pages, hardcover, \$10.00; paperback, \$6.50.

THE CREATIVE OJO BOOK by Diane Thomas. Instructions for making the colorful yarn talismans originally made by Pueblo and Mexican Indians. Included are directions for wall-hung ojos, necklaces, mobiles and gift-wrath tie-ons. Well illustrated with 4-color photographs, 52 pages, paperback, \$2.95.

LOST LEGENDS OF THE SILVER STATE by Gerald B. Higgs. The author provides interesting reading on 16 legends about the golden age of Nevada. Illustrated with rare old photos. Hardcover, 147 pages, \$7.95.

RAILROADS OF ARIZONA VOL. I by David F. Myrick. More than 30 railroads of Southern Arizona are presented, together with 542 nostalgic illustrations, 55 special maps and an Index. A valuable travel guide and a reliable historical reference. Large format, hardcover, 477 pages, \$19.50.

Letters to the Editor

Letters requesting answers must
include stamped self-addressed envelope

Marta Becket Fan . . .

I have to take time out from a busy schedule to tell you how much the contents of the January, '79 issue meant to me. Never has a magazine contained such interesting material from cover to cover. Every article has a special interest!

I was especially delighted to get more details regarding Marta Becket. Maybe now we can contact the right people and see the performance. Last time I tried to call there, I got as far as the telephone operator who, when asked to connect me with Death Valley, said, "Death Valley? Where's that?" I never did get my call through!

H. E. PAHL,
Twentynine Palms, Calif.

Record Breaker? . . .

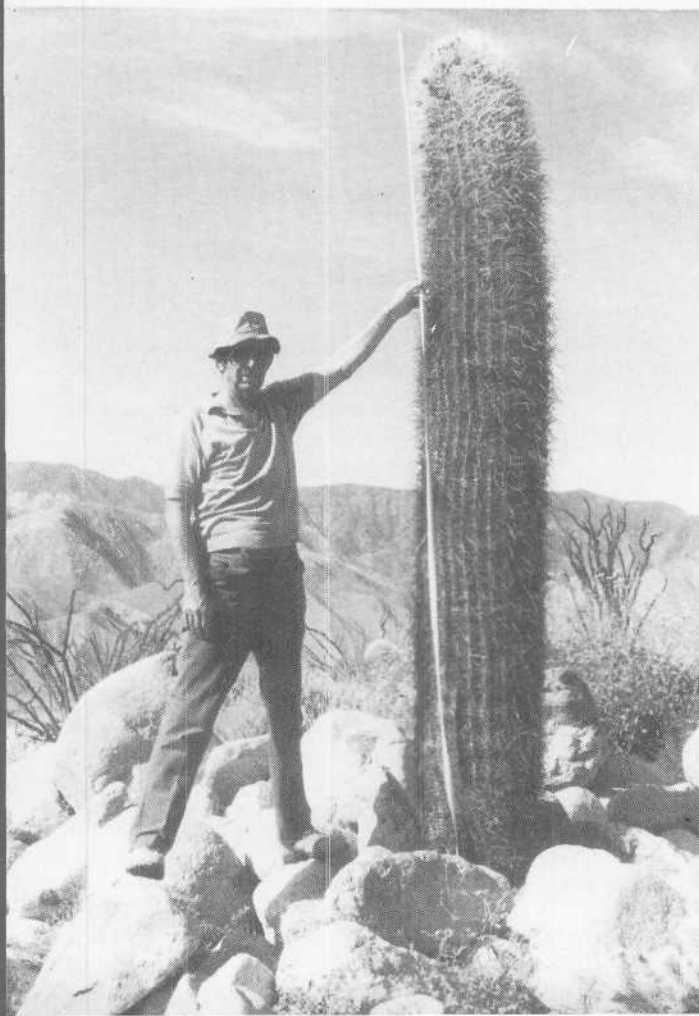
In the February issue of *Desert Magazine*, Dick Bloomquist writes of the palm oasis in North Indian Valley of the Anza-Borrego Desert State Park. In describing the region, Dick makes mention of that interesting and unusual desert plant, the elephant tree.

I would like to add an update to the story for those readers who might be interested in such things. Recent investigation has disclosed that the number of elephant trees to be found in the state park and the extent of their growth is substantially greater than was previously known.

Art Roth, winter resident of Agua Caliente Springs, has just completed a survey of elephant trees in the area of the Anza-Borrego Desert State Park which lies north of County Highway S2 on the southern slope of the Vallecito Mountains. Roth, working in cooperation with the state park, recorded 141 elephant trees (*Bursera microphylla*) and believes that still more of the curious plants remain untabulated in that region.

As an added note of interest, it was while exploring that area of the state park that Roth also discovered what may well be a record breaking barrel cactus. The giant towered nine feet, ten inches in height. So, it is very likely that America's largest state park also has the distinction of containing our country's biggest barrel cactus.

GEORGE LEETCH,
California State Park Ranger.



*This shows what
can happen if
you walk around
counting elephant trees!
It is definitely not
a sky-diver's
landing target,
but it may well be a
record-breaking
barrel cactus!
Art Roth is pictured
with his
nine-foot, ten-inch find.*

Calendar of Events

This column is a public service and there is no charge for listing your event or meeting—so take advantage of the space by sending in your announcement. We must receive the information at least three months prior to the event.

APRIL 6-9, Eleventh Annual Art Show will be held in Shoshone, Calif. No commission on art sold. For information, write Sylvia Burton, Box 69, Tecopa, Calif. 92389.

APRIL 7 & 8, Galaxy of Gems; 1979 Safari, sponsored by the Bellflower Gem & Mineral Society, Bellflower High School Auditorium, 15301 McNab Ave., Bellflower, Calif. Free admission and parking. Dealers, guest displays, movies.

APRIL 7 & 8, 1979, Northside Gem & Hobby Club's annual Gem Show, Wendell High School Gymnasium, Wendell, Idaho. Demonstrations, exhibits.

APRIL 21 & 22, All Rockhounds Pow Wow Club of America' Spring Pow Wow. Dealers and field trips. Meet at the Silver Dollar Cafe at the junction of Highways 24 and 241, Sunnyside, Washington.

APRIL 28 & 29, Calaveras Gem & Mineral Society's 4th Annual Show, Jewels of Calaveras; Calaveras County Fairgrounds, Angels Camp, Highway 49. Dealer spaces filled.

APRIL 28 & 29, 25th Annual Fast Camel Cruise. For information write P. O. Box 526, Indio, Calif. 92201.

APRIL 28 & 29, 12th Annual Heritage Days Celebration and Parade at Kern County Museum and Pioneer Village, 3801 Chester, Bakersfield, California.

MAY 5 & 6, Delvers Gem & Mineral Society's 29th Annual Show. Displays, Demonstrations, dealers (closed), free parking and admission. Bellflower Women's Club, 9402 Oak Street at Clark Street, Bellflower, Calif.

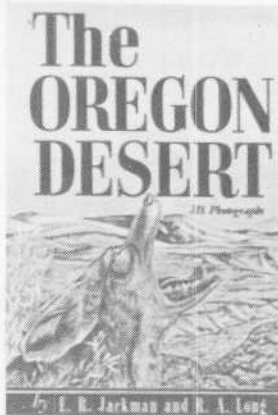
MAY 5 & 6, 14th Annual Antique Bottles and Collectables Show and Sale, Scottish Rite Memorial Center, Interstate 8-Mission Valley, San Diego, Calif.

MAY 5 & 6, Tourmaline Gem and Mineral Society's 30th Annual free Gem Show, "Nature's Beauties," Helix High School, 7393 University Ave., La Mesa, Calif. No Dealers.

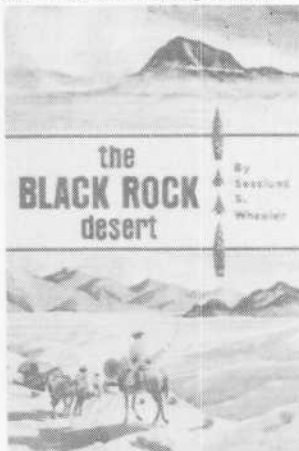
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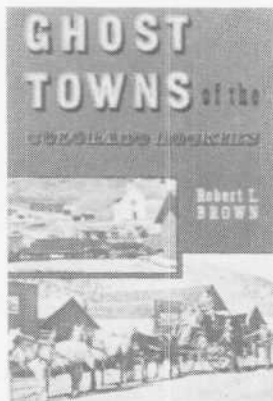
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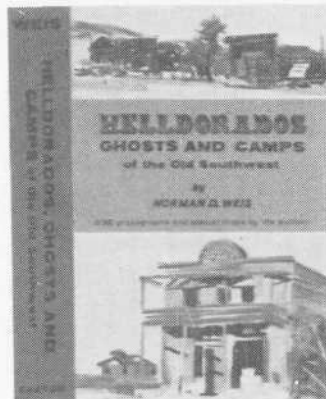
THE OREGON DESERT by E. R. Jackson and R. A. Long. Filled with both facts and anecdotes, this is the only book on the little but fascinating deserts of Oregon. Anyone who reads this book will want to visit the area—or wish they could. Hardcover, illustrated, 407 pages, \$9.95.



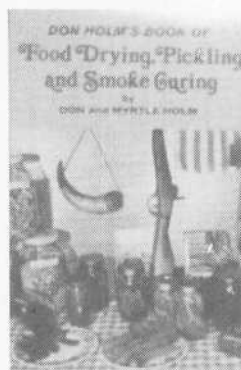
THE BLACK ROCK DESERT by Sessions S. Wheeler. One of Nevada's least-known and most scenic historical desert areas is described by the state's leading professional historian and author. Paperback, illus., maps, \$4.95.



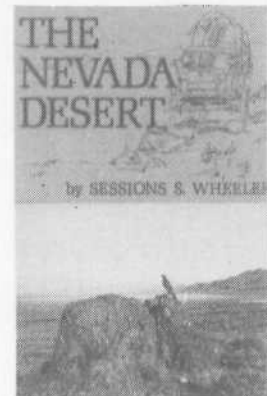
GHOST TOWNS OF THE COLORADO ROCKIES by Robert L. Brown. Written by the author of "Jeep Trails to Colorado Ghost Towns," this book deals with ghost towns accessible by passenger car. Gives directions and maps for finding towns along with historical backgrounds. Hardcover, 401 pages, \$9.95.



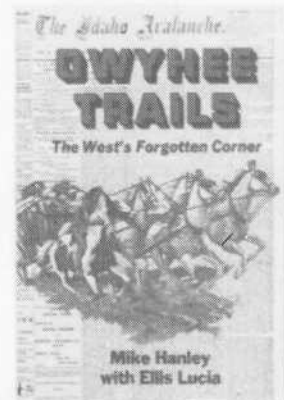
HELLDORADOS, GHOSTS AND CAMPS OF THE OLD SOUTHWEST by Norman D. Weis. The author takes you on a 7,000-mile tour of the Old Southwest, visiting some 67 ghost towns and abandoned mining camps, one never before mentioned in written history. 285 excellent photos. Hardcover, 320 pages, \$9.95.



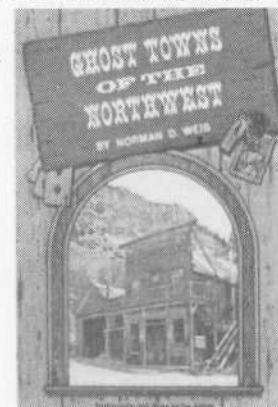
DON HOLM'S BOOK OF FOOD DRYING, PICKLING AND SMOKE CURING by Don and Myrtle Holm. A complete manual for all three basic methods of food processing and preservation without refrigeration or expensive canning equipment. Also contains instructions and plans for building the equipment needed at home. An excellent publication and highly recommended for the homemaker, camp cook or the expedition leader. Paperback, well illustrated, \$4.95.



THE NEVADA DESERT by Sessions S. Wheeler. Provides information on Nevada's state parks, historical monuments, recreational area, and suggestions for safe, comfortable travel in the remote sections of western America. Paperback, illustrated, 168 pages, \$2.95.



OWYHEE TRAILS by Mike Hanley and Ellis Lucia. The authors have teamed to present the boisterous past and intriguing present of the still wild corner of the West sometimes called the I-O-N, where Idaho, Oregon and Nevada come together. Hardcover, 225 pages, \$9.95.



GHOST TOWNS OF THE NORTHWEST by Norman Weis. The ghost-town country of the Pacific Northwest, including trips to many little-known areas, is explored in this first-hand factual and interesting book. Excellent photography, maps. Hardcover, 319 pages, \$9.95.

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